

Easter week landings a let down Hull — going down 'WORST IN LIVING MEMORY'

HOLY WEEK at Hull ranked among the lightest since World War II. Total landings during the four days amounted to only 18,291 kits, against 31,309 kits in 1975 and 31,871 kits in 1974.

All the ships landing last week were Hull-based, except the Granion - registered Arctic Challenger.

She was the only vessel landing for the final Holy Week market on Thursday, with £24,368 for 1,308 kits including 23 of haddock, caught in a 21 day Norway coast trip.

Of the other nine trawlers landing earlier in the week, four had been off Norway and five off Iceland. Total trawler and seiner grossings during the week amounted to £312,617.

The highest landing was by

Buyd's Arctic Cavalier, which made £58,228 for 2,855 kits, caught in a 20 day trip under Skipper W. Bayle.

Also back from the same grounds was Newington's C. S. Forester (Skipper J. Atkinson) with £43,647 for 2,253 kits after a 20 day trip.

Other NC trip grossings were BUT's Loch Eriboll (Skipper B. O'wbridge), with £39,444 for 2,146 kits, and Hamling's St. Gerontius (Skipper J. Nelson), with £33,866 for 1,731 kits.

Two of Boston's North Sea seiners lost a lot of fishing time due to bad weather. They were Rasenborg and Kronborg.

PRE-EASTER week landings at Grimsby — described in some quarters as the worst in living memory — did provide one bright spot when BUT's Vivaria (Skipper Roy Kurz) notched up a fine grossing of £53,272 from 2,952 kits. She had completed a 24-day Norway coast trip.

She turned out mainly endstuffs, haddocks and almost 900 kits of coley and reds.

On good, firm markets, with merchants anxious to satisfy the Easter demand, the most disappointing feature was the slump in landings. Vivaria was streets ahead of every other trawler with her big catch.

Next rival was Northern Roward (Skipper Wally Harriel) with £34,917 from 1,947 kits. Consolidated Fisheries' Natta Forest (Skipper Joe Harris) was a good third for a 139-fonter, on £30,933 for 1,612 kits. Both were Norway coast trips of 24 days.

The other eight distant water trips came from Iceland and mustered only 7,540 kits between them. Boston's Prince Charles (Skipper Albert 'Bonzo' Hollington) was the pick with 1,377 kits which sold for £25,608.

At the other end of the

scale were some terrible catches due mainly to the problems of many vessels all working one area and poor weather, which the skippers could do little about.

Worst hit were the Consolidated trio: Real Madrid (714 kits), Blackburn Rovers (883) and Huddersfield Town (582), together with Boston Phantom (537).

Several of these were well and truly out-grossed by the middle water fleet, notably BUT's Ross Cvet (Skipper Alan Redpath) on £19,137 from a first-rate Faroes landing of 974 kits after 17 days; while Ross Jaguar, Ross Jachal and Taylor's Ogano all topped £18,000.

Not all the fish landed was top quality and some merchants grumbled at seeing inflated prices for fish they would not usually buy because supplies were so short.

However, most of the seiners and pair teams produced good North Sea fish, having been held up by the weather before they could get down to fishing.

Allard Hewson's Beverly (Skipper John Stringer) set the top seiner spot on £3,000 from 217 kits and there was other good trips, especially from Sleight's Island of Lundy.

The firm also acted as agent for the Grimsby-registered Ronus (Skipper Jackie Brunson) while the money on £3,415 during rare trip to the Humber estuary, where she was slipped for a check-up before returning home to Hartlepool.

'Shadow' of former days

THERE was little to make Easter Week different to any other for the Milford Haven fish trade — although grossings were at a higher level than in previous weeks. This was accounted for by some good raker and cod catches.

The week began with a landing by Norrad Star (Skipper Jim Mansson). The vessel landed 165 kits which sold for £1,806. The catch included 45 of cod, 35 of whiting, 60 of raker, three of turbot and brill, five of plaice and two of soles.

On the following day there were landings by two vessels. Pietan Sealion (Skipper Trevor Soller) landed 132 kits which sold for £3,833, while the Irish trawler Tron made £839 from 46 kits.

Between them they landed five of haddock, 40 of cod, 20

of whiting, 40 of raker, five of turbot and brill, and 10 of plaice. Also on sale were prawns — an extremely rare event at the port these days.

Some years ago — up to the 1950s — green landings were common with local trawlers bringing in quantities from the Minch area. But these ceased when local vessels stopped fishing the grounds.

On the next day came the highlight of the week with the return of Rosemar (Skipper Alex Simpson). This vessel ventured north to seek out cod and the move paid off handsomely when she landed 229 kits, which sold for £5,581 — the week's outstanding grossing.

In terms of quantity, landings were a shadow of former Easter weeks, but with such a depleted fleet this is understandable.

Greenland trip saves market

FLEETWOOD had big landings of cod for Easter week but the Iceland grounds can take little credit for it. The main reason for the supply were Joeinto's record-breaking Greenland catch of 2,738 kits and a late run of good cod fishing on the Irish Sea grounds.

Joeinto opened the week with her £54,731 grossing and, on the same day, there was an outstanding return for the 109 ft. London Town (Skipper Jack Kelly).

This vessel landed 435 kits, including 280 of cod, 30 of plaice, 35 of haddock, 25 of coley and 30 of raker, which sold for £8,279 — one of her best-ever grossings.

Also on the same day the small stern trawler Resound (Skipper John Banks) landed 246 kits, including 10 kits of hake, 145 of cod, 20 of plaice, 10 of haddock and 20 of coley. The catch sold for £5,877. The trawler, on duty for Resound, also did well with

her 123 kits, including 10 of hake and 50 of cod, making £3,504.

On the following day the near water trawlers dominated cod landings, although there was also a good grossing for Wye Defence, which worked Iceland and Faroes.

She returned to port with 978 kits, including 640 of cod, 140 of haddock, 225 of coley and 50 of dogs, which sold for £18,574 — the biggest return ever achieved by the vessel.

The seiner Ann was the local near water vessel to land 141 kits, including 50 of cod, which sold for £3,000. Eight of soles helped the Irish beam trawler, the Jacob to a good grossing of £1,500.

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SAFETY RULES—DON'T BE MISLED

SIR, It was fitting after almost 12 months of the working of the Fishing Vessels (Safety Provisions) Rules 1975 that Osg Pike, in your April 8 issue, should have written at length on the flexibility of the Department's approach to the problems of applying to existing vessels rules which were devised in the first place for new construction.

That there was to be flexible as was consistent with the concept that a vessel unsafe to go to sea should not be allowed to do so, has been the Department's promise all along to all concerned.

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I would not, however, wish your readers to be misled into thinking that anything goes! The better a boat is maintained the less likely it will fall its sur-

LETTERS

vey when the time comes! And we intend to stand by the dates specified in the Rules for their application to particular groups of vessels until all continuing in service have come under survey for a certificate by 1980 under the six years' phasing-in provisions.

So, please, may we have contact made with local fishing vessel surveyors early rather than late? Our surveyors are there to help resolve owners' problems.

On a point of detail regarding stability, the simplified rolling test will be acceptable for vessels under 24.4 metres (80 ft.) in length, excluding beam trawlers.

M. J. Services, Assistant Secretary, Marine Division, Branch 2, Department of Trade.

Winch firm's 60 years

AN Arbroath engineer who manufactures winches used by fishermen all over Britain celebrated 60 years' in engineering on Saturday.

Fishermen from Lerwick to southern England use the winch manufactured by the Northern Tool and Gear Co. Ltd.

"The late Dave Tevintdale, of the Arbroath boat Random

Harvest, kept peering me to make a winch," said John. "He used to say, 'Why must we go to the Continent for winches. Can't you do it?' So we made his winch and soon the White Fish Authority in Aberdeen were asking, 'Why didn't you do this years ago?' Our winches have proved highly successful and go to fishing boats all around the coast. I'm delighted."

Merchants hit back at Price Commission

FISH merchants in Grimsby hit back with a solid front over allegations in the Price Commission's recently published Prices and Margins in the Distribution of Fish.

The report hinted wet fish retail prices are high because wholesale profit margins and distribution costs are too big and larger than those on meat.

The report also annoyed some merchants by referring to a quadruple mark-up in fish prices, from the market to the housewife, compared to a three-fold one on meat (Fishing News, April 16).

Ken Beeken, secretary to the Grimsby Fish Merchants' Association, took some of the heat out of the situation by judicially saying it was unfair to compare the two trades, as fish was a highly perishable product requiring a highly complex overnight delivery service, which was not the case with meat.

Some merchants, however, felt the Price Commission had not probed deeply enough into the problems they faced and had made it sound as though they made vast profits.

"I can't believe it," an experienced merchant told

Fishing News, adding: "Does your butcher sell your weekend joint at a loss just to keep your trade?"

"I often have to sell my fish at a loss and look at those enormous houses you get in some cuts of meat. I could certainly cut my prices by a half by selling unfilleted fish."

Fish merchant Harold Carsberg said they've overlooked the most important factor of hidden costs in distribution. "They've assessed how much profit a merchant makes without assessing how much he has to set against it in overheads like the telephone, rental, rates, wear and tear and alike. You can't work for much less than £1.20 on a stone or you're in

trouble," continued Mr. Carsberg.

Fur E. A. Bates, one of Grimsby's larger firms, George Bates confirmed this figure: "On every stone of fish delivered, say 10 Aberystwyth, we pay 52p in carriage, 16p on the cart, 25p approximately goes on preparing the fillets from the whole fish and up to 10p on incidentals like wire binding and tulle etc."

"I don't think you could call 16p profit unfair trading especially when we have to pay the hidden costs of running a factory, so you'll see it's not easy especially when demand is slack."

"The problems really start when demand is slack and you're forced to drop away from that £1.20 to say 10p."

Dutch ease anger

IN A bid to ease anger at Dutch trawlers transhipping catches through Fleetwood in Holland, around 70 kits of cod from the vessels was put up for auction on the local market.

Mrs D. Newham, of John N. Ward and Son Ltd., agent for the Dutch vessels, said: "The Dutch do not wish to

cause any unrest or to damage the local trawler owners or fish trade in Fleetwood."

"The fish met a good market, but would have probably made more in Holland. They saw that fish was in short supply on the Fleetwood market and thought the 700 stone would help."

Skipper receives Challenge Shield

THE feat of winning the 1975 Hull Distant Water Challenge Shield by Nowington's stern trawler Hammond Innes was marked last week when Capt. B. T. Worley, motor warden of Hull Trinity House, presented the trophy to Skipper Dick Taylor.

The ceremony took place during a small dinner party at Hull's Royal Station Hotel.

This was the second successive year that Hammond Innes has won the Shield, but under different commands.

During 1975 Hammond Innes put in 13 trips and became the first British wet fish trawler to earn more than £500,000 in a year. For a turnout of 25,783 kits she made £539,281.

Skipper Dick Taylor



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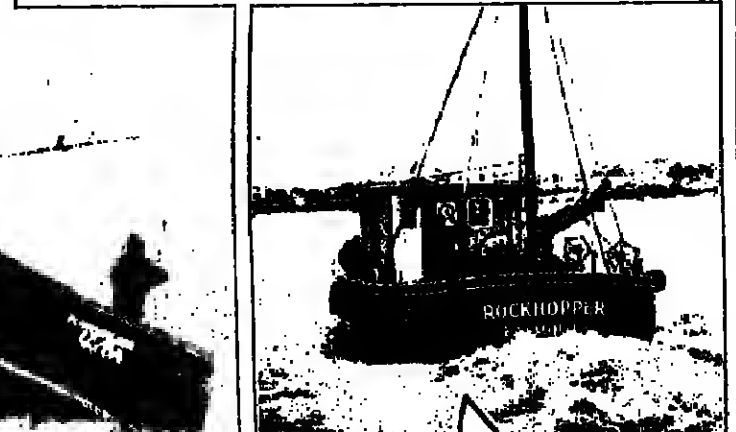
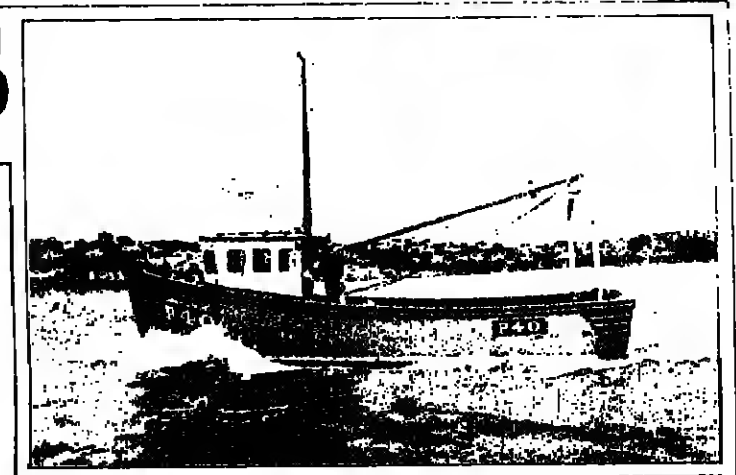
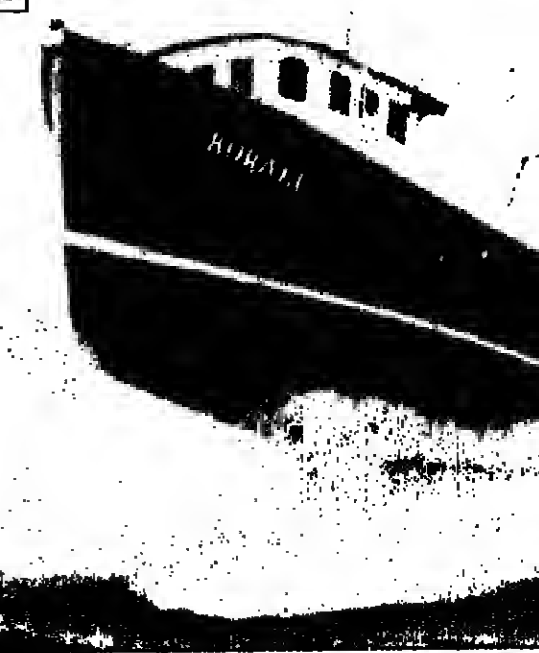
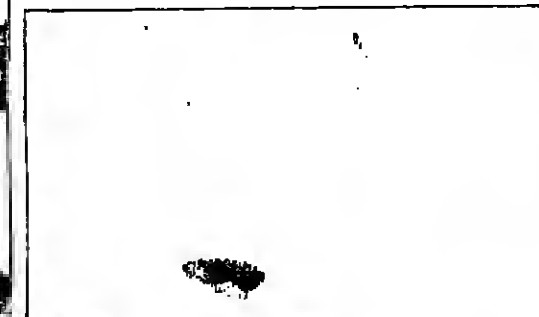
Shown, centre, is one of the latest Cygnus Workboats on sea trials off the Cornish coast during a force 9 gale. The 320 "Korall" which is now working off the shores of Sweden is just one of the large number of sturdy GM Range Fishing Vessels being exported.

The GM Hulls have all the features of its well proven ancestors, heavy displacement, long straight keel, solid handling etc. The big difference is that it costs far less and there's next to no maintenance. All the hulls are built to a high standard of craftsmanship conforming with Lloyd's Fishing Boat Rules and W.P.A. requirements. In fact the GM hull is built in excess with the hull's massive transverse frames on 18" centres and full length longitudinal.

Have a look at a Cygnus Workboat, telephone Chris Brooks or Patrick Bray at Penryn 72970.

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WORKBOATS

April 23, 1976

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WE TEND TO think of the hull of a boat as being the barrier which keeps the sea out. So it is, but there are also other parts of it that are critical as a hole in the hull.

I am referring to the pipework which carries cooling water around the engine.

This pipework is subjected to the same pressure as the rest of the hull, yet in many cases the standard of construction is very poor and shows little regard to the pressures involved.

These can be particularly high when a boat is moving about in a rough sea, and I wonder just how many of the

Top left: sea-cocks on toilet and sinks have to be able to withstand the outside pressure. Plastic piping, unless it is reinforced, is unsuitable. Left: this water inlet has all the right features, except that the sea-cock is inaccessible and would be the first thing to be submerged in the event of a leak.

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They found Kelvin met these requirements perfectly, and a 320 shp T series 8 cylinder Kelvin diesel, driving a Slack and

Parr V/P propeller, was fitted. Now, thanks to Kelvin, the 'Squilla', operated by the Marine Biological Association, Plymouth, is headed for a long trouble-free life in research around the UK coast.

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safety at sea

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A failure in this system would show fairly quickly on the temperature gauge when raw sea water is used to cool the engine directly. But with the increasing use of fresh water cooling, the first sign of a failure could be when the engine stops.

The fresh water around the engine will take some time to get really hot and show on the temperature gauge, or sound the alarm. During this time the engineroom could be rapidly filling with water from a fractured sea water pipe.

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covered by the rising water, making it difficult to locate and operate.

Unless the flow is stopped quickly, the bilge pump and electrical installation will soon be under water and you will have a major problem on your hands.

A lot of fishing boats use dry exhausts, but there is increasing use of wet exhausts - particularly on smaller fishing boats. If the sea water flow stops, the water injection in the exhaust will also stop.

The heavy duty rubber hoses used for wet exhausts are not fire resistant and, if the water injection is stopped, the hot exhaust gases will soon melt the rubber and start a fire.

The only consolation is that the rising water in the engine compartment will put the fire out!

These examples do serve to show how critical the sea water cooling system is on a boat. They show the need for a properly engineered system and the need to maintain it well.

Flexible

From a strength point of view, a system of rigid pipes is best. But, those do not allow for any movement of the engine, so normally a short length of flexible pipe is introduced. This must be reinforced pipe and must be secured with double worm drive clips on each end.

The worm drive clips must be of the stainless steel type as the others corrode very rapidly.

Failure usually occurs in the flexible length of pipe and this could well be replaced on an annual basis. They tend to fail without much visible warning, even if you take the trouble to check them.

On smaller boats, where the intake pipe is often flexible for its whole length, the pipe should be carefully secured to prevent movement which could cause it to chafe.

It is not just the inlet pipe, but the whole engine sea water cooling system which is under pressure from the sea outside. This includes pumps and heat exchangers and so every part needs to be built to the same high standard.

Some engine manufacturers could make a better showing here, particularly where the engine concerned are lorry engines converted for marine use. The cooling system may not receive the attention it deserves.

Apart from checking the system at intervals, there are two things which can be done to reduce the effect of a failure in the sea water cooling system. The first is to fit a flow meter into the cooling system, which can be con-

nected to an alarm which sounds if the flow stops.

The meter will have to be carefully located in the system because it could indicate water flowing in the wrong direction, or even though the water is flowing into the engine compartment rather than round the engine.

A flow meter will show a defect in the cooling system long before it is indicated on the temperature gauge, but what do you do when the flow stops? This is where the sea cock comes in to isolate the system.

The sea cocks need oiling or greasing regularly to make sure they work freely and, ideally, the spindle should be extended up to deck level.



Unexplained sinkings in harbour could be the result of pipes giving way. A flashing light alarm might give warning before it is too late.

that they can still be found and operated even though the valve itself is under water.

Again ideally, the sea cock should be closed when the boat is in harbour, but this is rarely done because of the risk of forgetting to open them again when starting the engine.

Alarm

A failure in the cooling system can still occur while lying alongside with the boat. Some boats fit an alarm which automatically starts up an electric pump if the water rises to a certain level. Such an alarm could be connected to a flashing light, which could attract someone's attention in the harbour.

Lucas Marine make a light, similar to the breakdown jockey, also be made to serve as a burglar alarm.

Perhaps this is the best solution, which the manufacturer could make a better showing here, particularly where the engine concerned are lorry engines converted for marine use. The cooling system may not receive the attention it deserves.

INSHORE at Grimsby

A MONTHLY FEATURE

INSHORE fishermen must be resilient and resourceful to be able to absorb outrageous misfortune as a hazard of daily life.

Rarely has this premium for survival been more severely tested than in the past winter at Grimsby, which has been little short of terrible.

There have been fateful months filled with gloom as the failure of the Hummer sprag fishing, and those pitiless gales, forced most men to mark time, odd jobbing around their tiny craft.

A few have left for more secure employment and, now just as the silver lining begins to show, there is a shortage of capable men.

Troubles

Claithorpes shellfish merchant and vessel owner, Bill Anderson and his son Keith, have had their share of troubles on this score.

During the winter they rely heavily on whelks and Keith told *Fishing News*: "It's been one of those winters; it's been bad and this year has been another."

"We had to lay up *Shepherd Lass*, although we hope she'll go crubbing later, because of the weather and the crewing problem. There's only about 50 wash (of whelks) coming in a day at

the moment when we can get out.

"Since January, *Shepherd Lass* has only been able to work for five or six weeks and the lads won't take much more of this. They went regular pay."

Keith went on to explain the plight of the family business, which faces all sorts of problems, where even the price of cod, or dogfish, heads used as bait has risen from 50 pence to 75 pence per stone this year.

The Anderson family and S. Lovelace & Co. Ltd., of Bnaton, are the last survivors of a once flourishing Lincolnshire whelking trade and it will be a sorry day if ever they are squeezed out.

The Andersons are using 2/3rd size wash socks, for ease of handling, and it is to be hoped the Metrification Board will not attempt to sweep this time-honoured measure (21 quarts and one pint) into planned obsolescence.

But they haven't scored too well with the metric kit at Grimsby where one elderly fish merchant, asked what he thought of it after one year's use, snapped: "The electric kit, what the hell's that?"

Corrected, he replied: "Well, it's 10 stone isn't it?" One or two of the other in-shores, fed up with waiting for the dogfish, have had a crack at trawling and recently Ted West, in his *Peggy III*,

Keith Anderson loading sacks of whelks onto his lorry.



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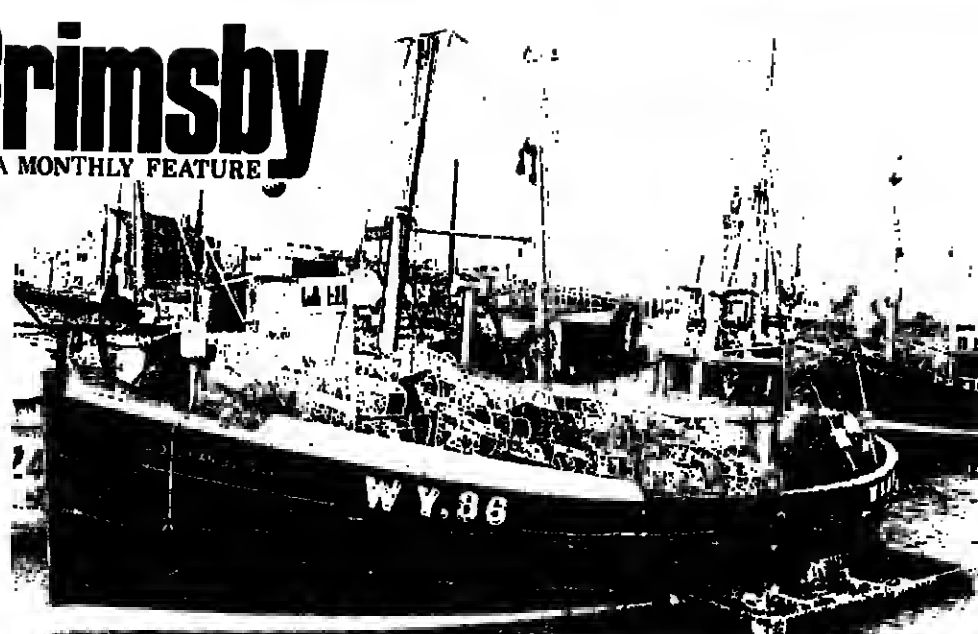
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Lead Us piled high with crab pots waiting in Grimsby. She is now working 'around the corner'.

brought back the first signs of rain. She steamed out the docks piled high with crab pots a few weeks ago and is

If the weather plays no more foul tricks and the lads, there could be a living there.

Also on the move is *Lead Allison* (SH 1631), with Paul Ls (Skipper Jackie Moun-

year-old hunt will try her luck for new owners Scarborough Trawlers Ltd., under the Tam Sleight (F.S.) Ltd. banner, and is just the type of vessel which could click at Grimsby.

One which didn't is the Blyth-registered *Sea Hunter* (B11 1071). She has above of

writes huddled on her gilson mast.

The seiners too have been hit by the weather, just when the fishing was coming good and prices were picking up.

Doing rather well after the first few trips (despite one breakdown) is the A. E. Richardson & Co. Ltd. vessel *Linda Lisa*.

Markets

Her experienced skipper, Chris Olesen, told *Fishing News* some time ago he expected improved fishing this year, but warned: "Much depends on the markets, especially in the summer," and he looks like being right on the mark.

Richardson's new seiner, *Margaret* (GY 3341), was named at Marstrand, Denmark, by Mrs. Frederick Harrison, wife of Richardson's managing director, and the 58-footer, with a Gardner 8L33 engine, should be ready in June.

On the spratting front, the season amazingly dragged on into April and, despite the small numbers of local boats participating this year,

Continued on page 8

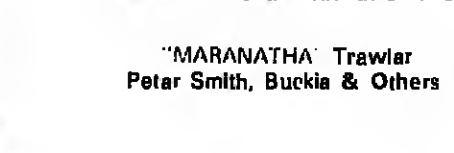
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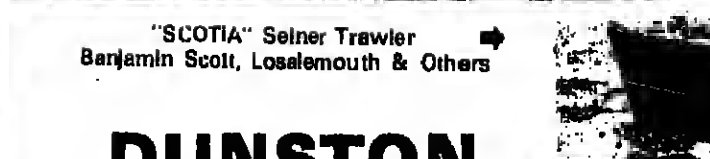
"VALMARK" Trawler William & Ronald Cowie, Buckle



"MARANATHA" Trawler Peter Smith, Buckle & Others



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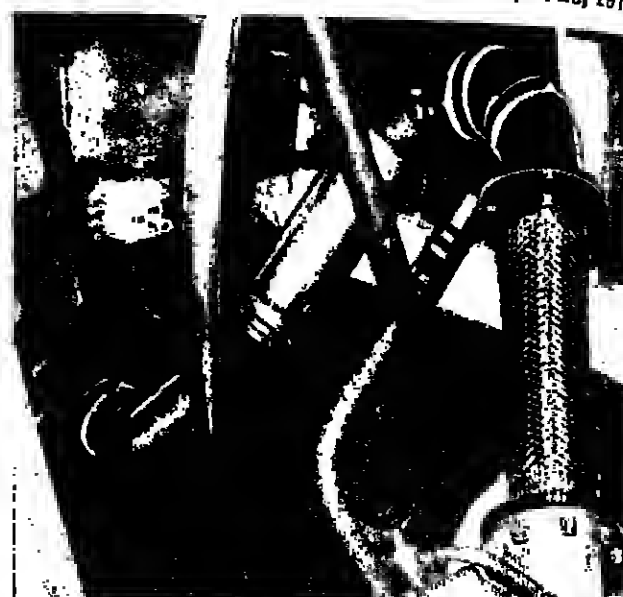
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On smaller boats, where the intake pipe is often flexible for its whole length, the pipe should be carefully secured to prevent movement which could cause it to chafe.

It is not just the inlet pipe, but the whole engine sea water cooling system which is under pressure from the sea outside. This includes pumps and heat exchangers and so every part needs to be built to the same high standard.

Some engine manufacturers could make a better showing here, particularly where the engine concerned are lorry engines converted for marine use. The cooling system may not receive the attention it deserves.

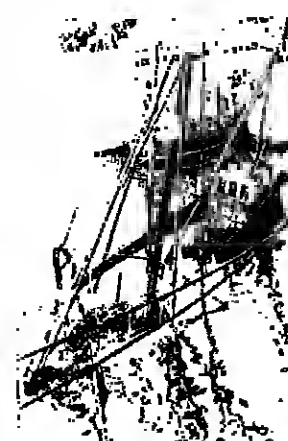
Apart from checking the system at intervals, there are two things which can be done to reduce the effect of a failure in the sea water cooling system. The first is to fit a flow meter into the cooling system, which can be con-

nected to an alarm which sounds if the flow stops.

The meter will have to be carefully located in the system because it could still indicate water flowing in under pressure from outside, even though the water was flowing into the engine compartment rather than round the engine.

A flow meter will show a defect in the cooling system long before it is indicated on the temperature gauge, but what do you do when the flow stops? This is where the sea cock comes in to isolate the system.

The sea cocks need oiling or greasing regularly to make sure they work freely and, ideally, the spindle should be extended up to deck level so



Unexplained sinkings in harbour could be the result of pipes giving way. A flashing light alarm might give warning before it is too late.

that they can still be found and operated even though the valve itself is under water.

Again ideally, the sea cocks should be closed when the boat is in harbour, but this is rarely done because of the risk of forgetting to open them again when starting the engine.

Alarm

A failure in the cooling system can still occur when lying alongside with no-one aboard. Some boats fit a bilge alarm which automatically starts up an electric bilge pump if the water rises above a certain level. Such an alarm could be connected to a flashing light, which should attract someone's attention to the harbour.

Lucas Marine make such a light, similar to those used on breakdown lorries. It can also be made to serve as a burglar alarm.

Perhaps this is a system which the insurance companies could look at to reduce the premium on those boats which have such a system. The insurance companies must be convinced that boats which have such a system are less likely to be damaged.

INSHORE at Grimsby

A MONTHLY FEATURE

INSHORE fishermen must be resilient and resourceful to be able to absorb outrageous misfortune as a hazard of daily life.

Rarely has this premium for survival been more severely tested than in the past winter at Grimsby, which has seen little short of terrible.

There have been fateful months filled with gloom as the failure of the Humber sprag fishing, and those pitiless gales, forced most men to 'mark time' odd jobbing around their tiny craft.

A few have left for more secure employment and, now just as the silver lining begins to show, there is a shortage of capable men.

Troubles

Cleethorpes shellfish merchant and vessel owner, Bill Anderson and his son Keith, have had their share of troubles on this score.

During the winter they rely heavily on whelks and Keith told *Fishing News*: "It's been one of those winters; last year was bad and this year has been another."

"We had to lay up *Shepherd Lass*, although we hope she'll go crabbing later, because of the weather and the crewing problem. There's only about 50 whelk (of whelks) coming in a day at

the moment when we can get out. "Since January, *Shepherd Lass* has only been able to work for five or six weeks and the lads won't take much more of this. They want regular pay."

Keith went on to explain the plight of the family business, which faces all sorts of problems, where even the price of cod, or dogfish, heads used as bait has risen from 50 pence to 75 pence per stone this year.

The Anderson family and S. Lovelace & Co. Ltd., of Boston, are the last survivors of a once flourishing Lincolnshire whelking trade and it will be a sorry day if ever they are squeezed out.

The Andersons are using 2/3rd size wash socks, for ease of handling, and it is to be hoped the Matriculation Board will not attempt to sweep this time-honoured measure (21 quarts and one pint) into planned obsolescence.

But they haven't scored too well with the metric kit at Grimsby where one elderly fish merchant, asked what he thought of it after one year's use, snapped: "The electric kit, what the hell's that?"

One or two of the other in-shores, fed up with wailing for the dogfish, have had a crack at travelling out recently. Ted West, in his *Peggy III*,

Keith Anderson loading sacks of whelks onto his lorry.



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Lead Us piled high with crab pots waiting in Grimsby. She is now working 'around the corner'.

brought back the first signs of crab plus some roker from docks piled high with crab pots a few weeks ago and is already working them 'around the corner'.

A pleasing newcomer on the inshore scene is *Mary Allthou* (SH 1631). With Paul Long in command, the eight-

year-old boat will try her luck for new owners Scarborough Trawlers Ltd., under the Tom Sleight (F.S.) Ltd. banner, and is just the type of vessel which could click at Grimsby.

One which didn't in the Blyth-registered *Sea Hunter* (B11 1117). She has a new owner

and is just the type of vessel which could click at Grimsby.

On the spratting front, the season amazingly dragged on into April and, despite the small numbers of local boats participating this year.

writes huddled on her gileon mast.

This seiners too have been hit by the weather, just when the fishing was coming good and prices were picking up.

Doing rather well after the first few trips (despite one breakdown) is the A. E. Richardson & Co. Ltd. vessel *Linda Lise*.

Markets

Her experienced skipper, Chris Olsen, told *Fishing News* some time ago he expected improved fishing this year, but warned: "Much depends on the markets, especially in the summer," and he looks like being right on the mark.

Richardson's new seiner, *Margaret* (G.V. 334), was named at Marstal, Denmark, by Mrs. Frederick Harrison, wife of Richardson's managing director, and the 58-footer, with a Gardner 8L33 engine, should be ready in June.

Continued on page 8

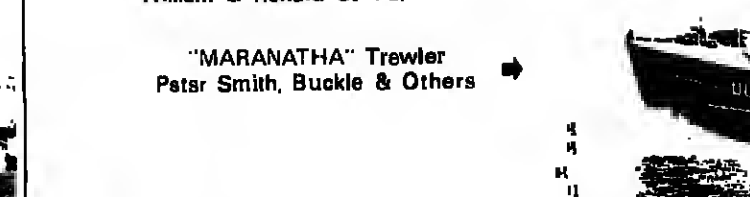
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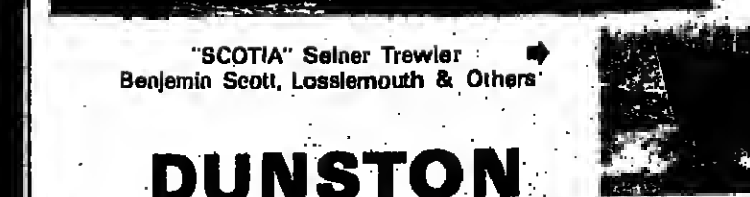
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From page 7.

roughly 500 tons of fish passed through the port this season, compared with about 100 tons last time. A lot of catches were landed at Shields.

Skipper Francois Wintin in Glendo had one of the best returns and it was a pity the meal prices couldn't have been higher.

Most of the shipwrights have gone through a quiet period too, but there has been a recent upswing since Marine Diesel (Service) Ltd. clinched the Rimmer rope drum agency.

Fast

Bridges & Salmon Ltd. helped fit Fiona Jane in an amazing 24 days (even better than the Danes) and Ernest Leggett did another speedy woodwork job as Surmoo was fitted.

Next in line is Allard Hewson's Gladness and they have also completed a big replanking job on Freesia.

Regular readers will recall the story some weeks ago of

'Fred' the Guillemot, rescued by the seiner Anne Scott when covered in oil on the fishing grounds, who thanked them with a bumper trip. Sadly the story ended unhappily.

After an apparent complete recovery, the Blue Cross recommended he should be released at sea. But, for some inexplicable reason, he suddenly died on the trip back. Poor old Fred!



Bundles of wrigs on the unfortunate Saa Hunter.

Can I get a clinker 30-footer?

John Burgess' Log



"I WANT a boat about 30ft. long with a clinker-built wooden hull, but have heard that only beach boats up to about 18ft. are clinker-built nowadays. Is this a fact?"

"I should also like to know up to what size hulls can or could be clinker-built nowadays and what their advantages are over cervel-built hulls."

● It is untrue that wooden hulls up to about 18ft. only are clinker-built nowadays.

Hastings beach boats over 30ft. long are built from time to time on the south coast; cables up to 40ft. long are still built in Yorkshire; and one or two builders in Scotland still construct boats up to 36ft. long in this way.

Boats up to 80ft. long have been built in the past, but modern insistence on drawings, rules and regulations has made it impossible to continue the old method of building 'by eye'. Knowledge of how to build without moulds has, therefore, almost been lost.

An additional deterrent to building fishing boats over 32ft. long clinker fashion is that WFA rules require sawn frames to be used and so the advantages of low cost, light weight and flexibility are lost.

Clinker-built boats are lighter than cervel-built boats, because cervel planks have to be thick enough for seams to be caulked. In smaller sizes they are also stronger.

which make them eminently suitable for use as beach boats.

Comparatively light weight and high strength, combined with a superior ability to 'lift' in a sea on account of their lapstrake construction, are qualities which make them suitable for use as lifeboats.

If they are still less expensive to build than cervel boats it would be another clear advantage.

You could find out whether this is a fact nowadays by checking with a Scottish boat builder who specialises in constructing 14, 16, 18, 22, 26 and 30ft. boats.

His firm is known as the Elton Boatbuilding Company and its yard is at Castledykes, Kilmarnock.

The company's 14 and

16ft. craft are sturdy open boats of traditional design intended for rowing or propelling by outboard or inboard engine.

The 18, 22, 26 and 30ft. boats are built of larch on oak to WFA and Irish Sea Fisheries Board requirements.

They can be delivered as open boats or as half-decked boats with spacious forward wheelhouse; double-ended or with transom stern.

Standard propulsion engines are 10 and 22hp Sabre and 30 and 44hp Lister diesels. Masts, derricks, hydraulic pot or line haulers and all essential equipment, such as ground tackle, navigation and fishing lights, can be supplied with each boat.

LINE THROWER

IF YOU should happen to want a line throwing device which is not so bulky and can be thrown further than existing devices, one recently introduced by a firm in Germany might serve your purpose very well.

Known as the Leinenwurfgerät 60 (LWG 60), it is a device which you hold in one hand, screw in and fire a propelling charge with the other.

If held at the correct angle, it is said to throw a line 76 metres in still air, 60m. against and 100m. with a 17 knot wind.

Full particulars are obtainable from VEB Pyrotechnik Silberhütte, 4301 Silberhüttekreis, Quedlinburg, Germany.

If you don't speak German, it would be advisable to ask



The Garmen-made line thrower can be fired up to 76m. (249ft.).

for them translated into English. Otherwise you may be stumped by each word as originalmeisterverschickung.

Making tube ice...

SINCE I described some machines available for making flake ice in small quantities, I have received details of plants designed to produce tube ice in larger quantities.

If you prefer tube to flake ice and require four or more tons a day, the plants may be of interest to you.

Known as STAL automatic tube ice plants, the ice they produce is frozen from a large quantity of circulated water and becomes purer than the water from which it is frozen.

It can be supplied from the generator with or without sub-cooling as desired. Due to its form and grain size, it is easy to handle and does not pack together — whether or not it is sub-cooled.

It is said to be ideal for use in fishing vessels and for icing

flesh boxes. It gives efficient cooling as it does not 'bridge'. Electric power consumption of the plants is very low — even large machines use less than 50kW/ton of ice. And an ice machine capable of producing 75 tonnes every 24 hours occupies a floor space of only 13 sq metres.

Even the largest production plant works automatically and the ing plant can be operated by one man. Capital operating costs are low.

Full details of the plants are obtainable from STAL Ltd., 100 Works, Weymouth, Dorset, DT4 8JL.

VENOR INSTALL YOUR OWN ENGINE

SINCE reports on performances of Kavel and Venor pots were published in a Log on February 20, I have received several inquiries about the shape and size of them, and about sources of supply.

The Kavel pot was designed as a modern version of the French wooden barrel pot. It is made entirely of plastic materials and is six sided with a top entrance.

It is 27in. long, 28in. wide, 18in. high and weighs 8lb. before ballast is added. The funnel-shaped entrance is made of smooth polythene and is 10in. wide at the top.

The pot is made by A. and L. Guillaud, 16 Boulevard des Martyrs, Nentale de la Resistance, 44 Nantes, France.

The Venor is also an all-plastic pot — made in Norway. It is constructed in two halves which fit together to form a sort of inkwell pot.

When they are joined, by a twisting movement, the pot stands 15in. high and has a diameter in the middle of 23in. Diameter of top and bottom ends is 14in.

The entrance through the top is a smooth plastic funnel 5in. deep, 7in. across the outer, 3in. across the inner, and.

Earlier models of this pot weighed only 3lb. and, of course, required addition of concrete or other forms of weight. More recent models have an iron ring incorporated in the plastic at the base and require no extra weight.

Importer of this pot is Tristram Fox Ltd., 2 Russia Row, London EC2V 8BR. They may also be obtainable from Noviss Plastics Ltd., Golborne, Warrington, Lancashire.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped, addressed envelope for reply.

IF YOU want to install an engine in a boat, a copy of a manual recently published by Perkins Engines Ltd. may be of use to you.

It is called *Marine Engine Installation Know-how* and has been produced by the company's applications engineering department for two main purposes.

Firstly, it helps you to select suitable propulsion and auxiliary machinery for the boat and, secondly, it provides information which will enable you to install the engine to ensure safety, reliability and ease of servicing.

Although it naturally deals with selection and installa-

tion of Perkins engines, the information contained in it will be of value whatever type of engine you propose to install.

There are chapters on engine selection, technical data (starting performance, engine speeds, operating parameters, etc.), transmissions, auxiliary systems (power take-off, starting aids, controls, etc.), installation, electrical equipment, and propellers.

It contains lots of illustrations to help you understand the text.

It can be obtainable free from Perkins Engines Ltd., Beestfield, Peterborough.

Visitor from Spain

IN WHAT way do Spanish mackerel differ from mackerel usually caught off the south coast of England? Are they ever caught there and, if so, how?

Spanish mackerel (*Scomberomorus*) differ from the common mackerel (*Scomber scombrus*) in having swim bladders, larger eyes and larger scales below their pectoral fins.

Although their principal habitat is the Bay of Biscay, they swim far out into the Atlantic and sometimes visit the coasts of Devon and Cornwall.

They may be caught there by the same methods used to

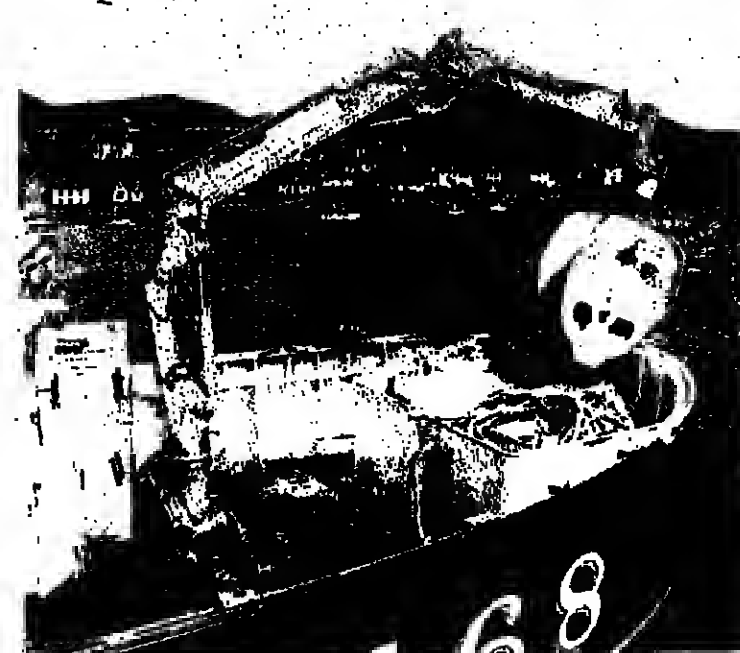
catch common mackerel — on lines and in gill nets — but not in commercial quantities.

A species of Spanish mackerel is caught commercially in deep water off the coast of Florida. There they use 2in. mesh gill nets 400 yards long by 80 feet deep.

The nets are unusual in that they have skirts made from dark green twisted nylon twine along both float and lead-lines to divert the fish into the colourless, monofilament nylon netting between them.

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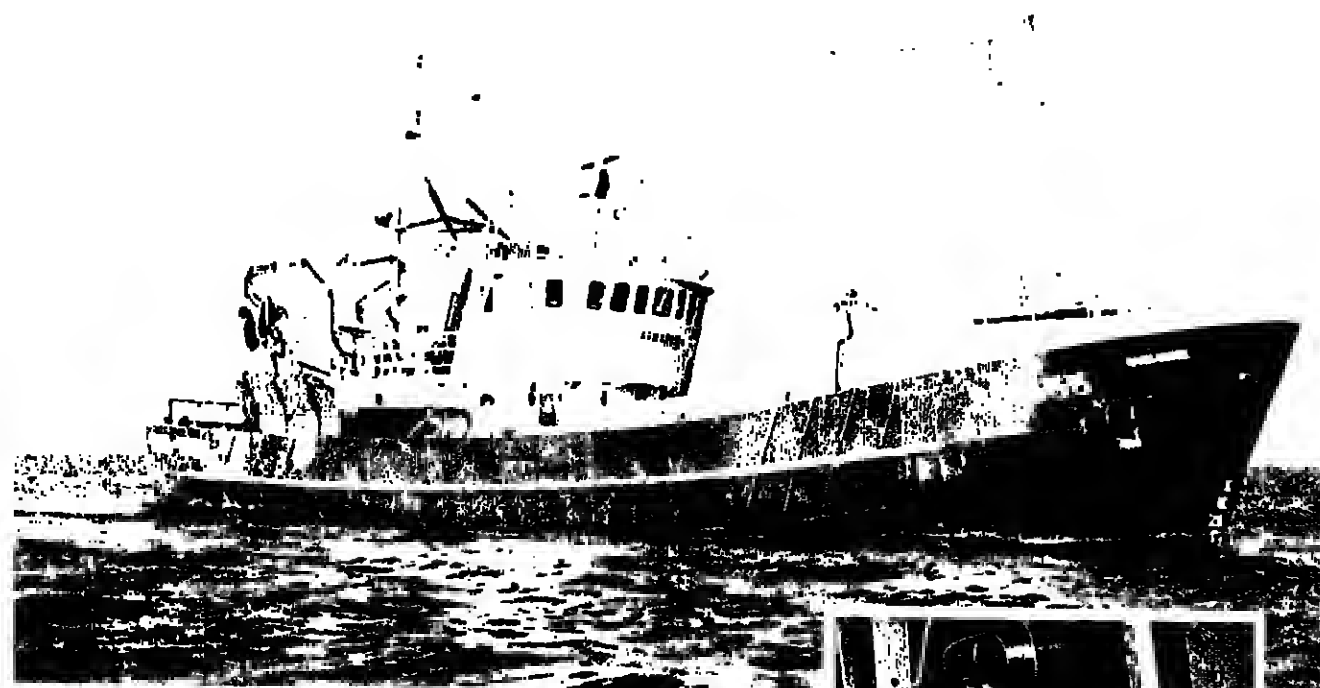
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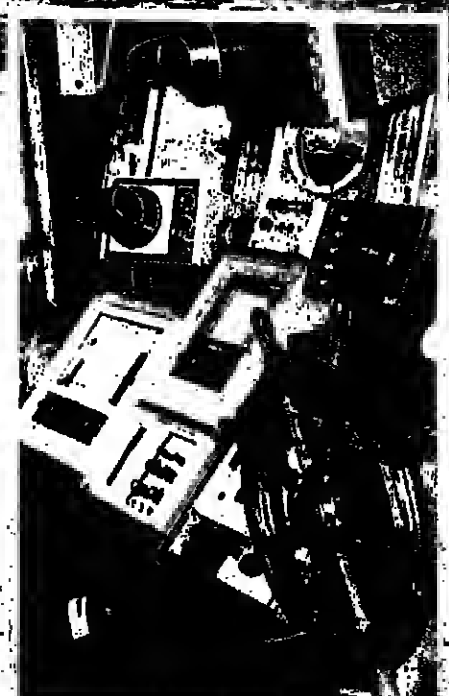
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A DRAMATIC first-hand account of a Lossiemouth skipper's trip home from the East Anglian herring fishing at the end of the 1893 season has come to light at Peterhead. The skipper was washed from his open steering position as the sailboat headed north end, he believes, three tons of stones as ballast and an inspired decision in changing the sails saved the boat and crew. But, before he reached home, four herring vessels and 32 crewmen had been lost.

The Great Gale of November 1893

by John Campbell, skipper of the Lossiemouth sailboat 'Glide'

NOVEMBER 1893. In what homes along the shores of the Moray Firth does not the memory of that month, and that year, recall days of anxiety, sorrow and mourning?

One shudders to recall that terrible weekend when, on passages from Great Yarmouth, Comely of Buckie (Skipper, James Murray), *Glide* of Cullen (Skipper, Adam Addie), *Toiler* of Lonsmouth (Skipper, John Cormack) and *Venor* of Hopeman (Skipper, Alex.

Main) were lost with all hands. Each of the boats carried eight of a crew. At noon on Friday, November 17, 1893, the sailboat *Glide* of Lonsmouth (Skipper John Campbell) left Lowestoft for home.

To make up our minds to leave for home had, as usual, just been the work of a few moments. How often it is that, after having definitely resolved to remain another week or so at Yarmouth or Lowestoft, some little incident arises that alters what we thought to be the considered end un-

alterable decision of the whole crew.

If the agony, the suffering, the test of endurance, and the horror of all that followed had even been suspected, the decision already come to, as to staying another week or more, would have stood.

Thus it was that in company with *Shannon* of Lonsmouth, *Morning Star* and *Venor* of Hopeman, *Glide* of Cullen and *Reids* of Buckie, *Glide* of Lonsmouth set out with all hands in high glee for home.

Oh! The magic effect of that word! When, after months of

absence the time has come when steps must be turned homewards. All the evils of the season that is past, all the stormy nights with their long, dreary, dark hours of watching and waiting for the dawn are forgotten at the mention of that one word — HOME.

The smiling welcome of wives and children arises before one's eyes to the exclusion of everything else from one's thoughts. One word fills the horizon — HOME.

In conversation with Skipper Main of *Venor* before leaving Lowestoft, I had resolved that, in view of the weather conditions obtaining, we would proceed as far as Winterton and there anchor until Saturday morning, when it would be decided whether we were to continue on their voyage or not.

When we left Lowestoft, the wind was S.S.W., not very strong, but the glass was exceedingly low.

Frost

Winterton was reached about 4 to 5 pm, when the same weather conditions were obtaining. Thus, against our own better judgment, we were encouraged to proceed homeward in company with the others, the wind was now a little more northerly, and the course for home set, as the wind had veered round to a northerly "air."

Towards evening, a strong frost came down and the wind backed to the West or W.N.W. The sail which had previously been reduced to "three rings" was now increased until the vessels were spanking along at a rattling good speed at 10 pm on Friday, each carrying the foresail, the mizzen and the jib.

Thus was the journey continued until about daylight or 7 o'clock on Saturday morning. At 4 o'clock in the morning the light of the inner Dowsing had been sighted bearing about West.

In this vicinity *Toiler* of Lonsmouth was last seen, riding out the breeze. As *Toiler* must have left Lowestoft some hours later than us, they would have reached the neighbourhood of Dowsing when the storm broke.

At 7 o'clock *Glide* was somewhere between Flamborough and Spurn, with the Humber estuary. Towards the hours of 7 or 8 o'clock that morning the *Glide* lay becalmed.

At that hour all the boats which had left Lowestoft, and several others which had been encountered with on the way home, were together. The unfortunate *Glide* of Cullen was the next boat to the *Glide* of Lonsmouth.

About nine o'clock, with a light wind from the N.E., the foresail was tacked. An hour later, when in the cabin finishing breakfast, I was hurriedly called to the deck. Reaching the deck I beheld approaching us a moving, black, heavy mass of wind and sea, mingled with snow. The spectacle, moving bodily from the north-east, was not

far distant from us and coming directly towards us. At the time we were scudding along with a fine two-sail breeze. As soon as my eyes fell upon the black, terrifying, awesome mass that seemed to be coming towards us like a huge octopus, I ran towards the fore halyards, shouting as I ran "let go the mizzen halyards."

Quicker than lightning I let go the fore halyards and, as the sails with their yards fell upon the deck, the huge black mass struck us.

Never before or since have I seen anything like it.

Sea, wind and blinding snow enveloped us in darkness indescribable. The feeling that came to us, the atmosphere that surrounded us, were of such a nature as associated with the day of judgement.

Before I had gone to the cabin I had seen the houses of Bridlington dead ahead, and had concluded that we were then about 8 or 10 miles off the land.

After the first shock, and when in a measure we had become somewhat accustomed to the darkness, the snow, the wind and the sea, with great difficulty we gave our vessel two rings of the foresail.

Snuggling up everything we proceeded towards land. Before raising the sail I recognised that it would require better canvas than we had — and our sail was quite new — to stand the test that I knew lay before us.

To give our sail every chance, I resolved to roll up on the yard all the spare peak. This I did to save the sail all the shake that I knew quite well the sail would have to undergo, and which it would never stand.

I confess it was an inspiration of the moment, the inevitable, unaccountable prompting that often comes to men in the hour of danger.

I had never seen or heard of it being done, although I had heard of the cutting off of the first two or three rings.

In point of fact, I had my knife in my hand to cut when instead of cutting I was prompted to roll. I rolled the peak round the yard, then lashed it firmly round with stoppers, using the mizzen "happer," to ease chafing.

How often I look back and thank God for the inspiration that came to me at that moment. I have no doubt it was because our sail was thus raised that we saved our lives. The sail was raised just the least degree possible — the "seamster" ring. It was secured with two sets of tackle at the aft end and by a rope in the "bowline."

Open sea

In the midst of the prevailing darkness, I recognised it was useless to go toward the land. Our only hope of weathering it out lay in seeking the open sea.

When shall I ever forget that noonday hour on Saturday, November 18, 1893, when *Glide* was laid about and we began to ever tell.

What tongue ever describe what pen shall ever tell, all those hours of anxiety, all those hours of trials until 4 o'clock on Sunday morning when we put about to retruce our steps, if possible, for our steps.

During the whole of that afternoon and that long, dreary night, when every day almost spelled death, what mountains, waves, *Glide* had climbed, how often she had been battered with the fury of the gale — to tell the wailing, howling of the

SCOTTLAND

INSHORE

AGAINST all odds the white fish fleet has got inshore fishing off to a good start in Scotland this year. During the first nine weeks of 1978 the total landings of fish at Scottish ports amounted to 79,708 tonnes valued at £12,219,421, as against 85,954 tonnes worth £10,407,941 during the same period in 1975.

This represents a 7.8 per cent drop in weight but a 17.4 per cent increase in value.

From a breakdown of the figures, it is seen that both the weight and value of white fish and shellfish have gone up, but herring landings are about 50 per cent down in weight and 30 per cent less in value.

With the inshore fleet contributing the bulk of landings in Scotland, it is evident that these vessels — other than the herring boats — have made a very good start to 1978.

Some vessels have done particularly well, landing while fish worth £3,821,582 as against £2,687,366 in 1975.

Gross earnings of some of the big seiners have been very healthy indeed, with some exceeding £50,000 by the end of March.

There is even indication that some skippers are interested in building new boats in the 70ft. size range and some leading members of the industry had forecast that the same net fleet could have its last year ever.

The big worry is that, although these boats were

also been well up on last year, although this may be partly due to an increase in fishing effort as some herring boats switched to sprit fishing early in the year.

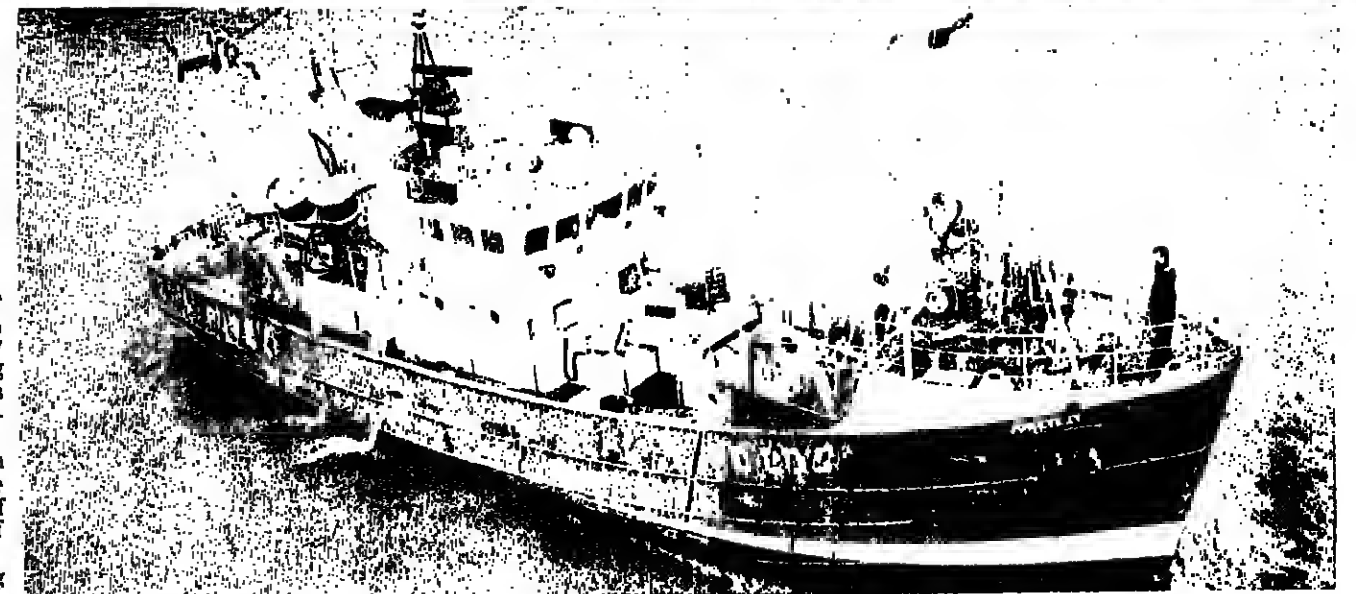
Shellfish landings have also shown a good increase with the weight and value of scallops, and the value of mussels, being notable.

Apart from the herring boats, the inshore fleet seems to be in a happier position than this time last year. Despite the increase in operating costs, only about 50 vessels are currently out of service for economic reasons.

Does this mean that there is room for optimism about the future of the Scottish inshore fleet, and that many of its troubles are over?

A spokesman for one of the largest agents in Scotland for seine vessels told *Fishing News* that all the big seiners working through his office were grossing more than they were doing a year ago.

The big worry is that, although these boats were



The 58ft *Juno IV* is typical of the Scottish herring boats now forced to go white fishing by the closedown of the west coast grounds.

still doing very well and were landing as much as 500 boxes a week, about two-thirds of it consisted of very small haddock. This gives cause for concern about the future availability of fish and indicates an over fishing problem.

Main fears, then, still centre on the outcome of the EEC Common Fisheries Policy re-negotiations and what is to happen if our

fishermen only have exclusive rights to 12 miles around our shores.

The opinion of inshoremen, along with the UK industry as a whole, is that the quota system and that future destruction of the stocks is inevitable if EEC members have access to the belt between 12 and 200 miles.

The Scottish herring fishermen are already suffering badly from this stock depletion. Their landings up to March 6 this year amounted to 23,461 tonnes valued at £2,205,362, com-

pared with 34,869 tonnes valued at £2,808,023 during the same period in 1975.

Herring fishermen have won great admiration from the Government for the way they are regulating their operations to make the best use of available stocks.

The fishermen are also aware of how ineffective the UK "close seasons" are as a conservation measure. This was illustrated last summer, during the close-down of the north-east of England, when scores of foreign vessels were lying just outside the limits — waiting to scoop up the same fish which the Scots were ex-

pected to leave alone.

A leading herring skipper told *Fishing News* that, if the UK is granted an extension of its fishing limits, "we could run our own fleet. We would assess the stocks and decide what we needed to conserve and what we could take, and this way we would keep the stocks going for ever and

the boats even among the white fish catchers are that the effects of industrial fishing by foreign vessels will begin to bite even further.

Apart from the big issues of fishing limits and industrial fishing, the inshoremen still have other problems. Chief among these is inflation, which continues to push operating costs up and boat profit margins down.

Even the top-earning seiners find that operating costs have kept pace with the increase in fish prices, so net earnings are no more than they were a year ago.

Another worry is that continuing imports of foreign fish will begin to push prices down again, especially in the summer when there is usually a seasonal drop in demand.

Another running sore with some skippers is the considerable sums of money they have lost through shipyards going bankrupt. The Herring Industry Board and White Fish Authority have been criticised for not checking the financial soundness of yards before approving orders for new vessels.

Delays at other yards mean that completed vessels are costing tens of thousands more by the time they are delivered to their owners.

Scottish inshore fishermen have long been recognised for their vigorous approach to fishing. Their dedication to their work has developed fishing in Scotland into a dynamic and successful industry. But there is criticism in some quarters for having built up a fleet which is too efficient.

The purse seiners, in particular, have been regarded as contributing to over fishing. But the purse skippers reply that their activities are nothing when compared with those of the huge fleets working outside the limits.

However, from their approach to current problems it is evident that the inshoremen regard conservation as a major issue and wish to work for the continuing survival of fishing in Scotland.

DEEPSEA

ONLY ABOUT 86 trawlers are now fishing from Aberdeen while the fleet at Granton, Scotland's only other deepsea port, is reduced to six vessels. About 21 boats are laid-up in Aberdeen and Granton, while another 14 are employed in the North Sea oil industry.

Four vessels — two from Aberdeen and two from Granton — were scrapped late in 1975, while four more Aberdeen boats have gone for scrap since the New Year.

Early in the year the Scottish Trawlers' Federation applied to the Government for financial help. It said that, should prices and catches remain the same as they had done in 1975, trawler owners faced a loss this year of some £4 to £5 million. This estimated loss also took account of depreciation and cost increases.

The trawler owners said that, by the end of March, they would have to begin to take decisions which could lead to the eventual lay-up of the fleet. As it happens, however, the value of white fish landed in Scotland by trawlers over 80ft. long during the first nine weeks of this year was £2,052,698, as against

£1,794,622 during the same period in 1975. This is quite a significant increase.

Fewer boats were fishing early this year, spending 2,453 days at sea to give them daily average earnings of £836.81, and daily average catches of 3.3 tonnes.

During the first nine weeks of last year they spent 3,195 days at sea to achieve a daily average earnings of £561.70, and a daily average catch of 2.8 tonnes.

This poses the question: do the trawler owners still need the help that they have asked for?

David Craig, trawler owner and chairman of the Aberdeen Fishing Vessel Owners' Association, told *Fishing News* recently that, provided the UK gets an exclusive limit of 100 miles, its fishing industry could survive and would eventually need no subsidy.

He said that the 100-mile

A sad and sorry sight at Aberdeen. Laid-up side trawlers line the dock wall at the port whose fleet has now sunk to 86 trawlers.

limit would allow the British industry to take measures to conserve the stocks by a quota system. Within three or four years the stocks would have built up to a reasonable level and, then, the UK fishing vessel owners could work out with scientists what the maximum sustainable yield would be. They could then plan fishing activities accordingly.

"This way," said Mr. Craig, "we would be self-supporting. Our request to the Government early this year was far subsidy to be available to us if we need it, because if we are given 100 miles we will then be able to look after ourselves."

When asked how he sees the immediate future for the Scottish trawler fleet, Mr. Craig said: "We're just groping in the dark. Until we know the outcome of the EEC negotiations regarding limits we just don't know where we are going. No owner can think of ordering new boats until he knows what the Government is going to do."

Mr. Craig sees conservation as imperative for the survival of the industry. He is strongly critical of the Government and its handling of the present situation.

"I know of no country," he said, "that allows foreign vessels to catch immature cod, haddock and whiting around its coasts and yet expects its own boats to conform to quota restrictions and minimum mesh size regulations."

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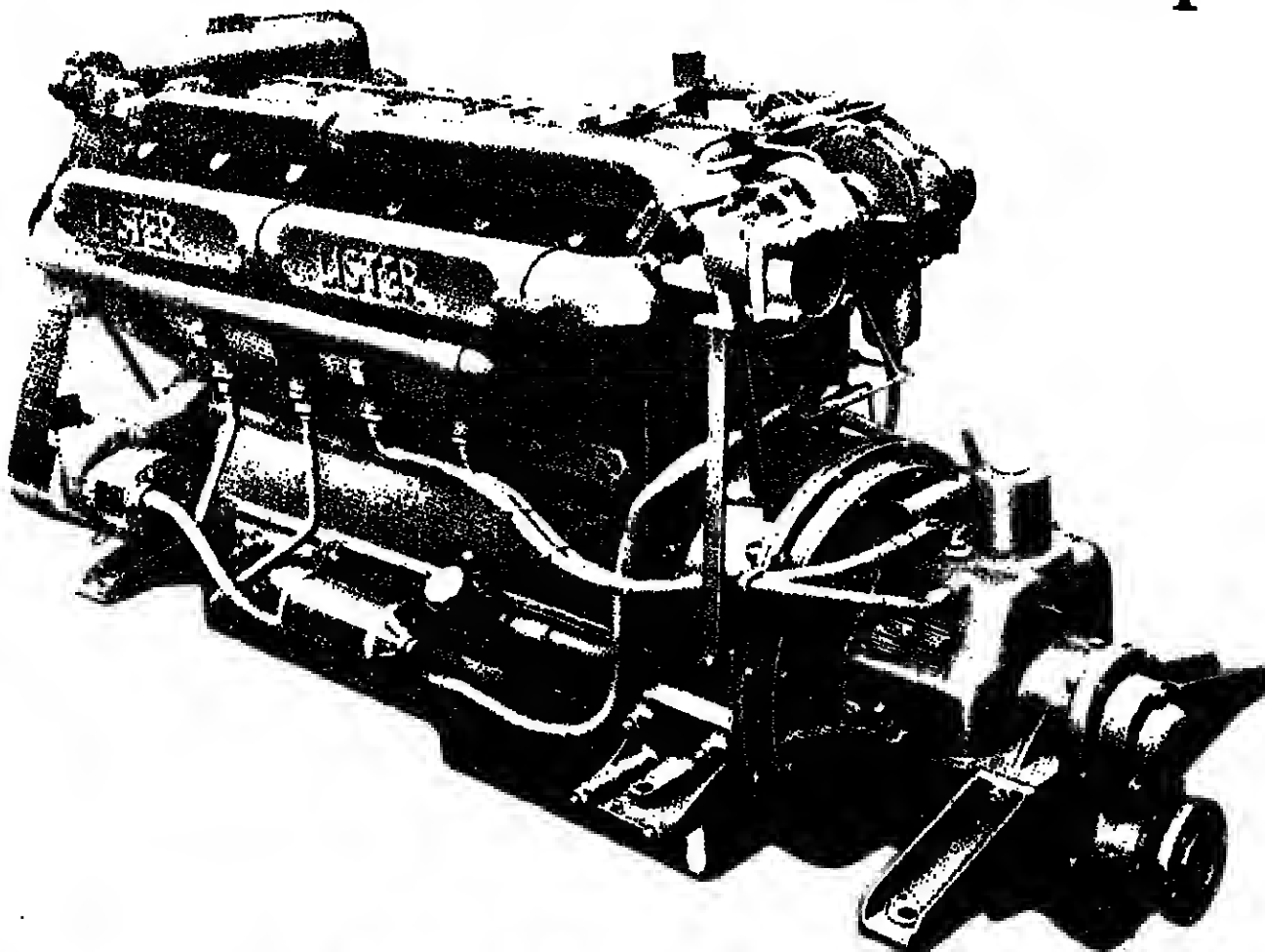
"We are not asking the foreign boats to stop industrial fishing, only to restrict themselves to those areas where they will only catch industrial species."

Mr. Craig added that it is encouraging prices have gone up, but they are still not economically viable. Although prices had gone up about 15 per cent when compared with last year, they would need to be up by 40 per cent to compensate for inflation and depreciation.

The improvement in the trawler fleet's earnings has given owners a brief respite, but there is still gloom about the coming year.

Chief executive of the STF, Robert Allan, told *Fishing News* that prices are traditionally at their best early in the year. There is a strongly-held view that a recession could come in the early summer.

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BLOCKADE '75

moves into the pages of history..

THE FIRST meeting of the new Humberside Shire Fishermen's Association was held in the Central Hall, Grimsby, with Skipper Dennis McKenny in the chair. Brought into being as an alternative to the official Grimsby Seiners' Association, this new 'ginger' group was very much McKenny's conception and it was he who led it through the first dramatic weeks of existence.

At 37 McKenny (better known as 'Mac' on Humberside) was felt to be the natural leader. He had been a teacher for a short time before taking up fishing and his approach to problems was impressively analytical. Added to this was his unmistakable appearance (the press were soon comparing him to Abraham Lincoln) and a powerful style of speaking that always left a mark on his audience. Some suspected him of undue militancy but, although he was generally recognised as a political animal, no one could attach a label to him. By his own definition his views lay 'somewhere between Jeremy Thorpe and Min Tse Tung.'

Headline news

THURSDAY 20th March. The Humberside Shire Fishermen's Association, still unrecognized by the Ministry as an official representative body, wrote an open letter to the Minister of Agriculture calling for a halt to imported fish from non-EEC countries.

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BOOK REVIEW

FOR PEOPLE outside the fishing industry, the blockading of British ports last year was just a series of fleeting headlines linked to the unwelcome practice of the common practice of the community making a protest at the expense of others. To publish a 52-page book about this action might, on the surface, seem to be excessive praise for extremism.

This is fair comment, until the content of *Blockade '75* is examined closely. For two-thirds of the book the author — who has obviously researched his subject — painstakingly reflects the pressures on fishermen as they watched their

livelihoods drifting away from them. They were threatened men with no court of appeal. The important point made in the port of the book which describes the blockading action is the mobilisation by fishermen that they could mobilise themselves into a politically effective force. No longer did they have to hang on to the coat tails of the highly organised deep-sea trawler owners to draw attention to their plight.

The book carefully avoids the over-dramatisation which surrounded the blockades in the national press. It concentrates on factual presentation of events

TO MARK the first anniversary of the fishermen's blockade, a book was published last week telling the story of how this historic action led to the sealing off of many British ports. The author of *Blockade '75*, Gavin Cargill, has patiently put together a story which describes the desperate economic situation of fishermen, who finally had to put themselves beyond the law to draw attention to their plight. With kind permission of the publishers we reproduce extracts from the book.



The blockade line strung across the entrance to Aberdeen harbour.

the meeting. Crawford did not try to dissuade the men but immediately began discussing tactics.

Action Committee
THIS MEETING, held in the conference room of one of Aberdeen's luxury hotels, was the watershed in the fishermen's fight for recognition.

Present were more than 70 men, each representing an area that relied almost exclusively on fishing for its economic well-being. They were there to ensure the survival of inshore fishing as an industry; they were not concerned with wage deals or conditions of work — they restricted themselves to their essential demands for fair competition to exist between the various national fleets.

Perhaps for the first time the fishermen showed their true purposefulness and serious concern. Certainly this meeting was considered to be the best controlled and organised meeting that they had held up until that point.



The author, Gavin Cargill, and reflects the torment felt by normally law-abiding men as they set in motion an action which, perhaps, surprised even themselves. Aimed at the small confines of the fishing industry, the book is obviously not lavishly produced. But it does make good and unusual reading at a reasonable price.

Crucial meeting
THE MEETING opened with a statement from McKenny on the situation in Humberside. He stressed how near they were to giving up even though Peart's speech contained little in the way of a reward. He was supported by Crawford and the Secretary of the Firth of Forth Fishermen's Association.

A spokesman for the Scottish Trawlers' Federation argued that nothing would be achieved by blockading. He proposed postponing any action until the meeting with Hugh Brown on 4th April — a meeting that they had arranged some weeks previously. Willie Hay considered that there were strong differences between the deep-sea trawler fleet and the inshore fleet — mainly that trawler skippers had no choice in whether they went out to fish or not.

As the arguments went on, many said that they had been against militant action, but now saw no alternative to it. It was beginning to become apparent that many saw such action as being most useful about the time they would be meeting Hugh Brown rather than waiting to hear what the Minister had to offer. Eventually Willie Hay, as chairman, proposed a blockade of chosen ports for a definite period and this was seconded.

Scots' move
FIRST TO leave were the Whitehills fleet. On board the Coral Strand, the skipper (Willie Milne's brother) headed the fleet out to sea on the bagpipes. It was a dramatic scene, repeated in the early hours of the morning. Fishing boats were seen from the shore as a line of lights going in convoy.

The Action Committee was told of the first moves. Their armada had put to sea. Over the telephone they heard that boats from Wick to Fraser-

burgh were sailing up Crumarty Firth, their objective: Crumarty and Nigg. Other boats from Peterhead and Fraserburgh were heading for Aberdeen.

Boats from Arbroath to Eyemouth converged on the Forth, heading for Leith and Granton. From the outer isles of Shetland boats made for the Clyde. Across the Minch, Stormoway was also heading blocked.

At one n.m. in the Gloucester Hotel, David Smith suggested that the Committee get some sleep and resume at four a.m. But John Thomson couldn't sleep. Instead he had a walk down to Aberdeen docks where all was quiet. He arrived back at the hotel at four a.m. and informed that Action Committee that all was still, so it was decided not to go down to the pier until 5.30 a.m. When they did go, at first there was nothing to be seen apart from the vessels already based on Aberdeen chained to the pier. They had tea on board one of these, Argonaut. Then they saw the fleet approaching — a mass of lights at the mouth of the harbour.

Called off
SO, at 2.30 a.m., Willie Hay issued a message to the blockading fleet that the action was to be called off. 'Snowflake' was the code word used on the Clyde and 'Ben Nevis' in Crumarty. Hay then gave the Præse the reasons for calling off the action:

(1) 75 per cent of their demands had been met.
(2) There was a genuine belief that the Government meant business. So at six a.m. the boats began to disperse. It was a feature of the whole operation that it was taken off with the same naval precision with which it was put on.

Blockade '75 by Gavin Cargill is published by The Mollendinor Press. Price 11.50.

FN WHAT do you think should be done to ensure a healthy future for inshore fishing?

WH I feel the future of the inshore industry is very bright — provided we can get the limits problem sorted out and that the Government effectively controls imports and prevents dumping.

FN You are known to favour an exclusive UK 100-mile limit. Would a 200-mile limit for the EEC not be sufficient?

WH A 200-mile EEC limit, as a result of the Law of the Sea Conference would be a vast improvement on the present situation by effectively controlling the catching power of the non-EEC countries — but I strongly feel that it is essential the UK negotiates an exclusive 100-mile limit, so that we can effectively control and conserve our own stocks and prevent the indiscriminate over-fishing not only of non-EEC countries but, also, some of our own EEC partners.

FN Whom in particular?

WH Well, in my own experience, the main culprits are the Danes — as you know 80 per cent of their catch goes for fish meal and the UK fishermen have always been against industrial fishing because of its overall impact on the stocks. I fully appreciate that the Danish industry has been built up in the last few years with a strong emphasis on industrial fishing, and that they would have to go through a major reconstruction to adjust the balance in favour of human consumption fishing. I am sure that, within the EEC, compensation could be offered to finance the restructuring of their fleet. However, the Danes aren't the only ones who could be accused around our coasts. The Dutch fleet causes many problems with their beam trawlers and I also understand there is heavy criticism of the French in the Channel.

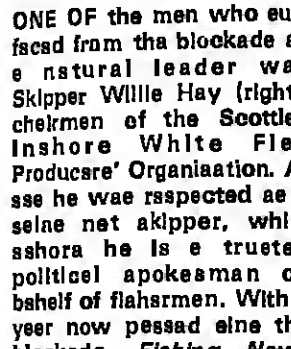
FN One is tempted to add the Scots to your 'list of bad guys' down in the south-west of England.

WH I can understand the Cornishmen's case — they are concerned about over-fishing and the disruption of their market. As far as over-fishing is concerned, the non-EEC countries are putting a much greater effort into their mackerel fishing than the Scots are. Therefore I feel, with the non-EEC countries excluded by limits and an effective quota under British control, I am sure that the problem can be resolved. The efficient way which the herring stocks are being controlled on the west coast at this time illustrates what can be done if the fishermen and the authorities get together, work out their own system and then implement it. On the marketing side, I think that the major problems last year were caused by bad communications. There are now many discussions going on and I am sure, as a result of these, a suitable compromise will be achieved — but I agree that this will have to be done quickly.

FN You say that the inshore industry has a future. What is your opinion of the deep-sea industry and its relationship with it?

WH The deep-sea industry has many major problems, some of which are insoluble. And, as a result, it is in a difficult position in their catching that very little can be done to avoid this and it

...COULD IT HAPPEN AGAIN?



ONE OF the men who surfaced from the blockade as a natural leader was Skipper Willie Hay (right), chairman of the Scottish Inshore White Fish Producers' Organisation. As he was respected as a seine net skipper, while ashore he is a trusted political spokesman on behalf of fishermen. With a year now passed since the blockade, *Fishing News* spoke to Willie Hay to find out his views, hopes and fears on the future of inshore fishing, and asked him whether there could be a repeat of last year's action.

FN You are a member of the Buckie Fishermen's Mutual Association — do you believe that the future of the industry will eventually be governed by such bodies?

WH Our FMA has only been in existence for three years but, in this short period of time, has proved to be very successful. Remember, we in Buckie were forced into this situation when we hinted that we might form an FMA. Our fish selling offices kicked us out the door and tried their hardest to restrict our activities. With the gift of hindsight it was the best thing they could have done, because it gave our men a resolve which has resulted in the success we have today. There probably will be a growth in the FMA type of organisation with the Producers' Organisations taking a more active role on the



fish selling side. However, I feel that the individual identity of ports such as Buckie will have to be retained. Controlling their own profitability and efficiency. It would certainly be wrong for all the Fishermen's Mutual Associations simply to be absorbed into one huge marketing organisation. There is certainly no doubt in my mind that in the future the fishermen will have a much greater say in their own affairs — we have learned an awful lot in the last few years. I remember a private conversation I had with an owner of a fish selling company recently who admitted that he had made a fortune for years off the backs of fishermen, and it comes as no surprise to him that realising their own potential they would eventually manage their own affairs.

However, I should stress that it is not our intention to completely disregard and desert the many small businesses who have supported our industry throughout the years, but we are certainly very concerned about the growth of the larger fish selling companies — they seem to be a monopoly-type situation. Our negotiations with them are hampered by pressures which can only emanate from their own head offices and therefore, the whole exercise becomes more impersonal than it was when the individuals were dealing with made their own decision affecting their own businesses. We have seen the success of the inshore in-

dustry and how it has been based on free enterprise, and small family groups investing in our industry and providing crew members with an incentive by operating the 50-60 share systems. This must continue if the industry is to have a future at all.

FN Do you think a blockade could happen again?

WH I sincerely hope not — last year's action occurred as a build-up of many problems and fears of the fishermen — in some ways I feel that the blockade served to cool the situation and it certainly gave us the publicity we wanted — good publicity as a result of the fishermen's moderate and orderly action. However, I cannot say that such action wouldn't happen again. It may come that we would be forced to ignore quota regulations.

FN What could cause another blockade?

WH Obviously I can only speak for myself but I guarantee that some action — maybe not a blockade — would take place if the Government extended their black labour scheme to the smaller ports. This is a point we feel very strongly about. It is now five years since we diverted our fleet in the North Sea from Aberdeen to Peterhead to get clear of forced dock labour. Generally speaking, the fishermen have remained united — this is one freedom we wouldn't give up

lightly. In fact, my friend Willie Buchanan, skipper of the *Frutiful Bough*, who is generally recognised to be one of the most moderate of fishermen, told Hugh Brown, Under Secretary of State for Scotland, recently that he would personally lead a blockade at Peterhead if the schemes were forced on us — remember at Grimsby, the main grievance initially originated from the dock labour system.

FN Some Scottish Nationalists have suggested that fishermen blockade continental ports if the limits problem is not resolved to their advantage. Do you agree?

WH I doubt that this particular suggestion was made with any serious intent. But it does illustrate the fear of some, that we might be 'sold down the river' and that our interests might be hurried away for concessions in other fields.

FN This takes us on to the question of the political parties involvement in the industry and the present Government's attitude?

WH Firstly, we must encourage all parties to take a more active interest in our industry. I have many fishermen friends who although they are strong conservatives, socialists, nationalists, or liberals have generally the same views on the action required to solve

the problems of our industry. We in the north east are grateful for the interest and help the Scottish Nationalists have shown in our industry but we won't be used as a political tool. One of our main sources of pressure is the all-party fisheries committee — if we can persuade them to push our case in Parliament, we are more likely to achieve something. But we realise that only a few MPs have fishing communities in their constituencies and when it comes, for example, to a difference between farming and fishing, we are fighting an uphill battle. Secondly, the present Government's stance — well I must say it's more than disappointing. Promises have been made and not fulfilled which only underlines the need for even more pressure from the industry. There tends to be a feeling that our problems do not have sufficient degree of priority related to our industries — yet what we are fighting for is the preservation, not only of a way of life but of a natural food resource which we all know will become more important, not only to the UK but to the world as a whole.

FN Your Association is sponsoring an International Fisheries Conference in Aberdeen in September. What do you hope that this will achieve?

WH I would hope that, with constructive debate and exchange of views from all parts, fishermen, Government and media would go away with a better understanding of the individual problems which face the industry. In the past I don't think there has been sufficient open discussion of our action required to solve

the problems of our industry. We in the north east are grateful for the interest and help the Scottish Nationalists have shown in our industry but we won't be used as a political tool. One of our main sources of pressure is the all-party fisheries committee — if we can persuade them to push our case in Parliament, we are more likely to achieve something. But we realise that only a few MPs have fishing communities in their constituencies and when it comes, for example, to a difference between farming and fishing, we are fighting an uphill battle. Secondly, the present Government's stance — well I must say it's more than disappointing. Promises have been made and not fulfilled which only underlines the need for even more pressure from the industry. There tends to be a feeling that our problems do not have sufficient degree of priority related to our industries — yet what we are fighting for is the preservation, not only of a way of life but of a natural food resource which we all know will become more important, not only to the UK but to the world as a whole.

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WITH THE Scottish Fisheries Exhibition opening in Ayr on April 28, attention will focus on this port which is at the centre of Clyde fishing. In this article, GLORIA WILSON describes the pattern of local fishing and the fleet working from there.



Above: truck load of ice for the fishing fleet leaves the quayside depot at Ayr.

THE RANGE of fishing methods used by boats selling catches at Ayr fish market includes trawling for white fish, nephrops and queen scallops, dredging for scallops, fly-dragging seine netting for white fish, and mid-water trawling for herring and white fish. Changing conditions and fish movements can mean that the fishing effort put into any one method can vary greatly from year to year.

Early in 1974, for instance, about 20 boats worked white fish pair trawls but hardly a boat has tried the method this year.

The fishery district of Ayr extends from Rothesay Point southwards to the Scottish border. Fish of various species are landed in about 17 small ports in the district. However, by far the greatest amount of fish is landed at Ayr or is sent overland for sale there from other ports. A total of some 125 boats are owned in the fishery district.

The greater number of boats, — including many of the larger vessels — belong to Ayr and the nearby ports of Dunure, Meldens and Girvan.

In the region of 60 boats, mainly from these four ports, land catches at Ayr for much of the year, or put catches ashore in nearby harbours to be sent overland for sale at Ayr.

There are not many stranger boats coming into Ayr except during times of heavy herring fishing and during the queen scallop fishing season.

A casual visitor to Ayr might think the town has not got a fishing industry! Unlike the majority of ports, the fish auctions are held in the evening so that white fish can be trucked in England overnight and be in the Midlands markets by the following morning.

Herring are usually sold in the morning, but outside the herring season the fish market and harbour is deserted until about 4 p.m., when the first boats begin to arrive home. It is at its

Below: in a freshening wind, the 89 ft. trawler *Frigate* sells into Ayr harbour.



Important

Nephrops are at their most plentiful in July and August, when 40 to 50 boats can be engaged in the fishery. Ayr district is one of the most important areas in Scotland for landings of nephrops and in 1975 some 16,600 cwt. sold for £372,000.

The bulk of the nephrops are sold under contract to Young's Seafoods Ltd. for its factory at Annan, which supplies the English restaurant and hotel trade. Although the size of the

More hake is landed to Ayr than at any other Scottish port and the fish is most plentiful in June, July and August. On occasions in the

-centre of Clyde fishing

nephrops being landed is getting smaller, demand is still keen.

Large nephrops are bought by the firm of Sea Gae Gae at Maybole for export whole to the Continent, although there are only certain grounds where these larger fish are found.

Trawling for white fish is now a year-round activity for many of the boats, but for about eight months the bulk of the catch contains white fish with only smaller amounts of nephrops.

Ayr is a quality white fish market as the majority of boats land their catches every night. The main species are saithe, cod, hake, whiting, plaice and codling. In 1975 some 134,500 cwt. valued at £1,190,000 was landed in the Ayr district, the bulk of it being sold on Ayr market.

The count of herring per 50 kg. has been as low as 100 fish and prices have reached £44

lost year hake has sold for as much as £12 a stone.

Although the bulk of the hake finds its way to the English markets, the Prestwick firm of G. M. Hogz has begun to send whole hake in refrigerated trucks to Spain.

A small number of Moray Firth seine netters are attracted to the hake fishing in the summer and, also, by the cod which is normally heavy in February and March. This year, however, the season was late starting and it was March before landings were made in any quantity.

Even when the cod fishing did get under way, it was not as spectacular as in former years, although some boats caught as much as 60 boxes in a couple of days.

For a few years pair trawling for saithe also proved quite lucrative for some of the boats, but this year the saithe has not been sufficiently plentiful to make the fishing worthwhile.

There are also about half-a-dozen local boats working seine nets all the year round. The bulk of these are owned by skippers who originally settled in the district from east coast ports and continued the type of fishing they were most familiar with.

Herring fishing in the Clyde is prohibited from January 1 to March 31, other than by vessels using trollnet nets.

From the beginning of April about 14 local boats turn to pair trawling for herring and they are normally joined by some east coast vessels. These include a partnership of three Peterhead boats — *Accord*, *Starcrest* and *Faithful II* — and the Fraserburgh vessels *Mystic* and *Wistaria*.

Landings of herring in Ayr district in 1975 amounted to 10,900 units worth £425,600.

Clyde herring is usually large and plump, with some individual fish up to 2 ft. long being caught.

The count of herring per 50 kg. has been as low as 100 fish and prices have reached £44

April 23, 1978

April 23, 1978

PORT OF AYR



All the action on the market at Ayr takes place at night. The white fish auction is held in the evening so that catches can reach southern markets by the morning. The market starts to reach its peak around 6-7 p.m. By 10 p.m. all the trucks are on their way south. The bulk of catches from some 50 boats in the nearby ports of Dunure, Meldens and Girvan, also end up on the Ayr market. The boat discharging (below) is the 89 ft. *Providence*, an ex-Dutch boat owned by Skipper M. Davidson of Dunure. The fleet at Ayr is a cosmopolitan collection of boats landing white, herring and shellfish. The port has a reputation for handling quality white fish.

unit. The bulk of catches to Hull, Grimsby and Aberdeen for kippers and to London for freshing.

Ring netting, which had been pioneered by Clyde fishermen at the beginning of the century, was by far the most important method of herring capture in the area for many years; now, it has largely died out.

Early in 1976 only four local boats, — *Stormdrift*, *Marie*, *Silver Quest* and *Chrysolite* from Dunure — were working ring nets in the Minches and landing at such ports as Mallaig.

One purse seiner, the 80 ft. *Pathfinder*, is owned locally but she has fished away from home. She was built in 1973 by the Kystvagen yard, Norway, for Skipper Bert Andrew of Meldens and is powered by a Mirreless Blackstone engine of 750 hp. She is equipped with a Karmoy purse seine and trawl winch.

Pathfinder has fished in partnership with the purse-trawler *Crystal Sea* of Mallaig.

Skipper Andrew formerly owned a ring net vessel, but had decided to invest in a purse seiner as ring netting was only lucrative for about three months of the year.

Skippers from the Ayr district also command the two purse seiners *Gallie Rose* and *Gallie May*, which are owned by Gallie Shipping of London.

These vessels have been fishing West Country meekers and pilchard recently and have sometimes steamed north to land meekers in Troon, for the processing firm of W. S. Unkle of Glasgow.

Fishing for herring in the Clyde is not included in the ban currently operated in the Minches.

The ban is expected to bring

more vessels to the Clyde this year and local fishermen are worried that this could bring on over-fishing problems.

It is understood that *Pathfinder* will be trawling for herring in the area, and it is thought that *Gallie May* and *Gallie Rose* — now back from the West Country — will be trawling locally.

Six small boats in the Girvan fleet were licensed to work herring trammel nets this year, before the start of the Clyde herring season.

Trennel nets are about 55 yards long and 70 meshes deep, being worked in fleets of about a dozen nets. Each boat works four fleets and they are anchored to the seabed with sandbags and left to fish for 24 hours.

One fisherman told *Fishing News* that 50 units of herring a day is considered to be a good catch for one boat.

Anchored

Scallops — and the smaller queen scallops or "quansies" — have also become an important fishery off the south west of Scotland. Landings have increased enormously in recent years.

Local processing plants with modern quick-freezing and cold storage facilities are able to distribute the end product as far afield as North America where there is a keen demand.

The most lucrative queenie fishing is further south than the Clyde, in the Solway Firth, and this produced 44 thousand cwt. in 1975 which sold for £205,000.

Catches from the Solway, chiefly landed at such ports as Kirkcubright and Galloway, are processed by a number of firms including West Coast Sea Products of Kirkcubright and Irvine Seafoods Ltd. of Irvine.

One Fleetwood buyer, James Welsh, also has a representative in Ayr.

Largest fish salesman in

There is a separate queenie fishing in the Clyde, mainly in November and December; catches are landed in Ayr or Largs. In 1975, 14 thousand cwt. was landed which sold for £81,000.

Vessels from the Campbeltown and Tarbert areas join the local boats in the Clyde queenie fishing and catches are in the main bought by Irvine Seafoods and W. S. Unkle Ltd.

Although the Solway queenies are caught by boats using dradges, the Clyde queenies are more successfully taken in bobbin trawls. At the height of the Clyde queenie season some 12 to 20 boats can be fishing.

The larger scallop, or *pecten maximus*, has been mainly a by-catch of the queenie fishing in the Solway, although this year they have been much more plentiful.

However, a number of boats, including some from Campbeltown, fish for scallops in the Clyde early in the year near the Ballantrae Banks.

Catches are taken by dredge and landings at Ayr in 1975 amounted to 330 cwt. worth £6,800.

Trucks

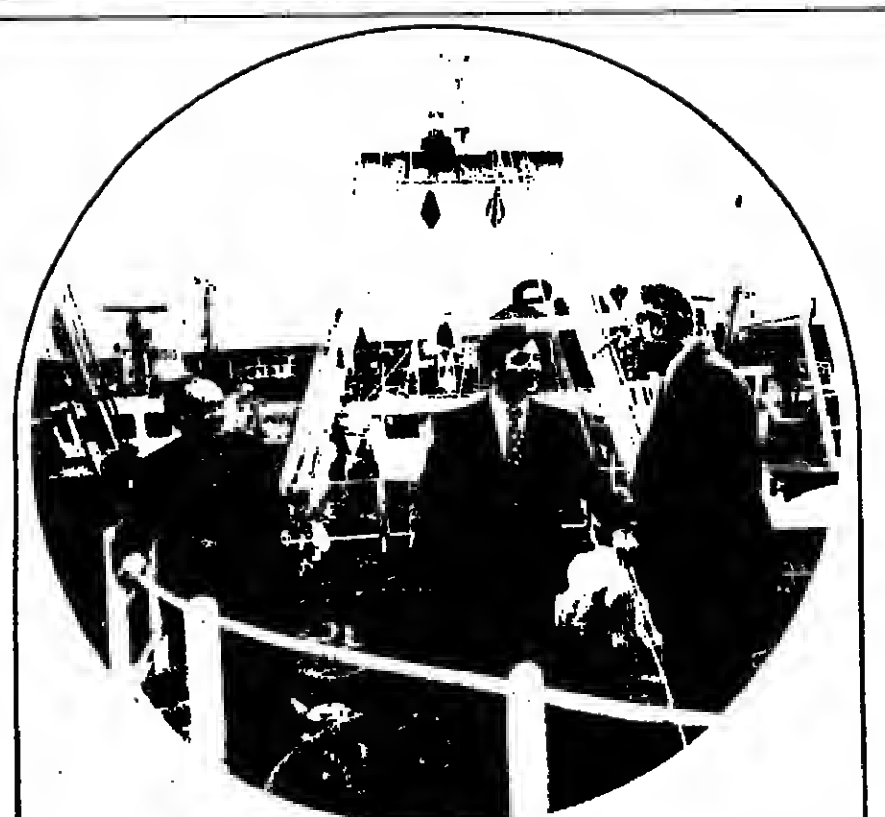
Fish auctions at Ayr have been held in the evenings for many years. Originally this was done to enable fish landed in the evening to be in Glasgow by the following morning.

However, demand from England steadily grew and now the bulk of white fish is bought by local wholesalers and trucked overnight to such towns as Manchester, Burnley and Preston.

One Fleetwood buyer, James Welsh, also has a representative in Ayr.

Largest fish salesman in

Continued on page 16



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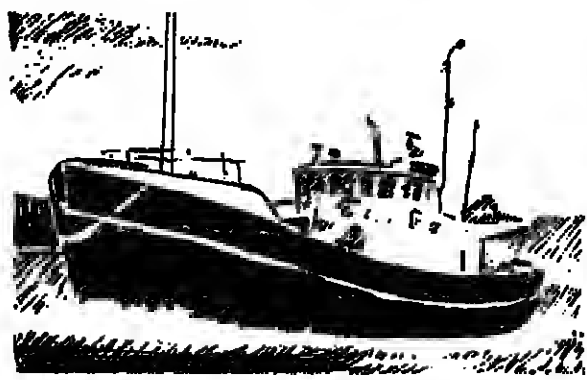
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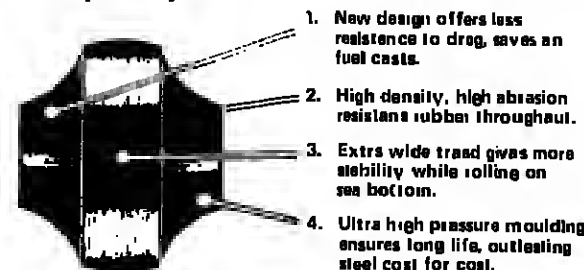
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AYR

from page 15

Ayr, and on the Clyde as a whole, is the firm of Iven Boardley and Co. Ltd. which handles about 40 boats a week in Ayr.

Christian Salvesen now owns the major shares in the firm, while Iven Boardley owns the remainder. He also personally owns shares in a number of local boats.

The EEC Market Support Scheme operates in Ayr but, as it is a quality white fish market, prices rarely fall low enough for fish to be withdrawn from sale.

Ex-skipper, John Kane, is port officer for the Scottish Fishermen's Organisation and he told *Fishing News* that November was the last time that some fish, mainly sea bream and small whiting, was withdrawn from sale.

He said that the SFO had agreed not to offer sea bream less than 14 in. long for sale and this is keeping prices up.

For a number of years there was also an interesting association between Ayr and the east coast trawling port of Granton. But, with the run down of the fleet at Granton, this has largely died out.

Granton trawlers fishing off the west coast would put their catches ashore in Ayr to be sent over land for sale in east coast ports.

Top Granton skipper, John Banyard, worked from Ayr regularly in the 118 ft. *Arctic Hunter* and fished for Dover sole off north west Ireland. During the summer he fished at Rockall for squid, which was sent by refrigerated lorry to the Continent.

On occasions during 1974 *Arctic Hunter* grossed £12,000 to £13,000 for six or seven days' squid fishing.

Winds

Fishing News visited Ayr in February during a week of strong south westerly winds which interrupted fishing.

This was referred to by one fisherman as "hungry weather," as those boats which did manage to go to sea found fish in very short supply.

The majority of boats were engaged in trawling for white fish and nephrops, while six local vessels worked seine nets.

Skipper James Milne of the 52 ft. steel boat *Sea Otter* settled in Ayr from Peterhead about nine years ago, and has been in charge of his present boat for about 18 months.

Built by Phillips of Dartmouth, Devon, *Sea Otter* originally belonged to Birmingham and is powered by a 240 hp. Kelvin engine.

Laurie, owned by J. Gibson of Dunure, heads for the entrance of Ayr harbour, with the hills of the Island of Arran across the Firth of Clyde in the background. One of the newer boats based at Ayr, *Laurie* was built by Hard and Mackenzie in 1973. The 55-footer is powered by a 230hp Gardner diesel.

During the winter, from November to the end of March, she concentrates on trawling. In February she was catching mainly sea bream, with some cod and whiting.

Skipper Milne said fish had been scarce this winter and 30 to 40 boxes a day was a very good catch. Prices, however, were keeping fairly high.

Unlike the majority of Ayr-based boats, *Sea Otter* spends the remainder of the year dredging for scallops; she is based at Crinan and works mainly in the Tiree Passage.

Her catches are landed in Ohm or Tighmory, being sold under contract to the Kirkcubright firm of West Coast Sea Products.

She tows six 4 ft. dredges at a time, and uses warp about three times the depth of water being fished.

The gear is towed for about 14 hours at full speed. Last summer catches were quite good and the boat has landed up to 20 sacks of scallops for a day's work.

Each sack holds 15 dozen scallops which are sold by the dozen; prices vary according to quality, the fish being less valuable when they don't contain roe.

Continued on page 19

Wanderer II (below) is the newest boat fishing from Ayr. She was built last year by the Gliven yard of Alexander Noble and Sons Ltd. for David and Kenneth Gibson of Dunure. She is 69 ft. long and is powered by a Kelvin engine of 480 hp. Gear handling aids include Sutherland winch and Carron power block, and she has Kelvin Hughes fish finding equipment. She is the fifth vessel built by the Noble yard for the Gibson family.



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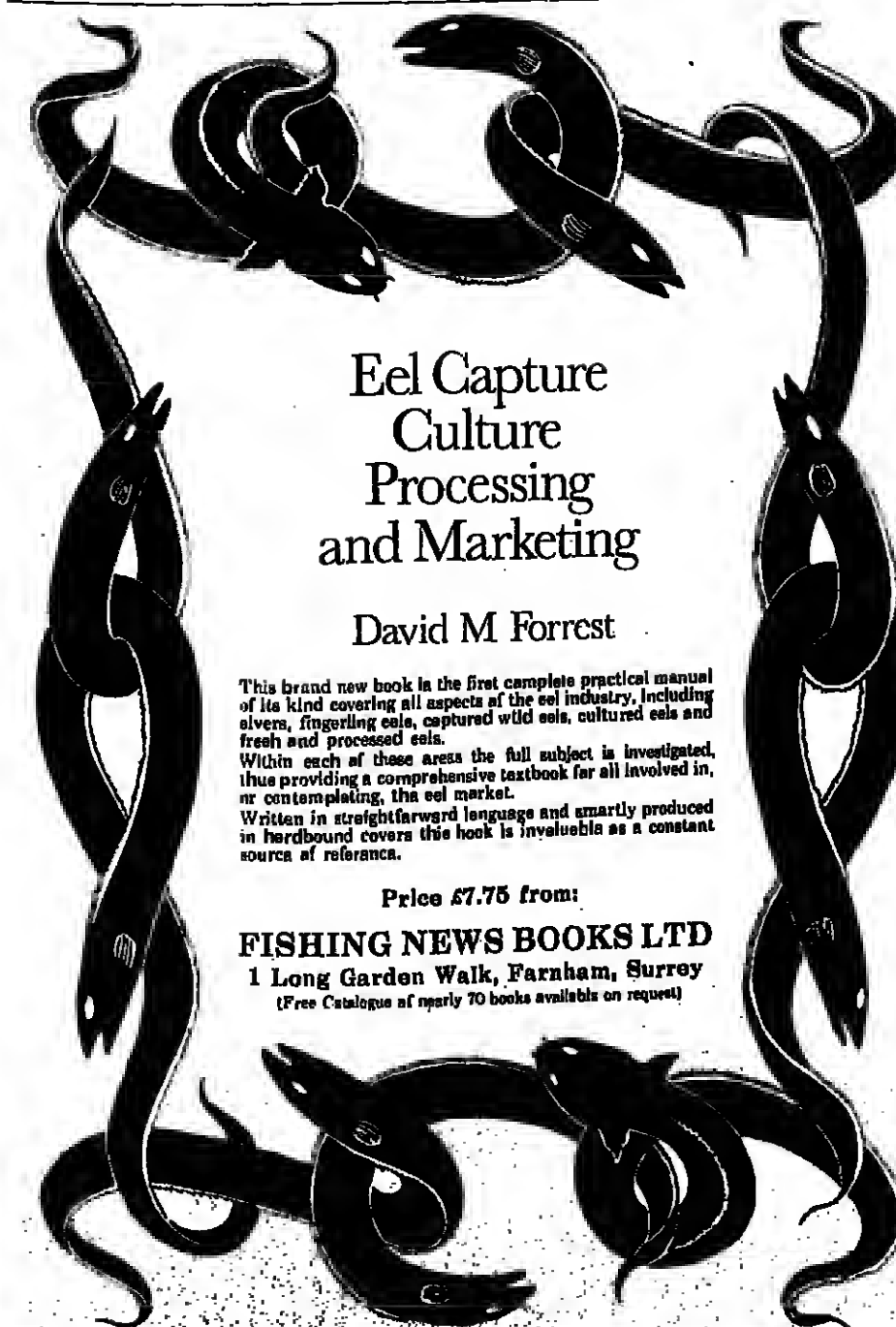
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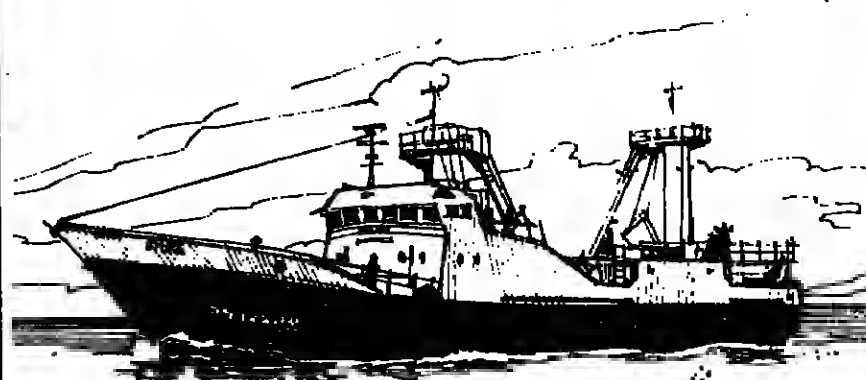
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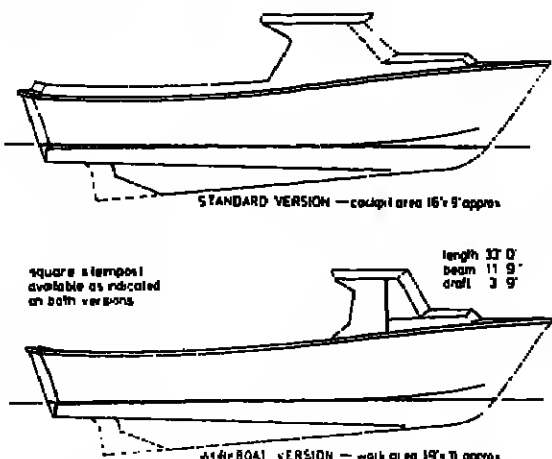
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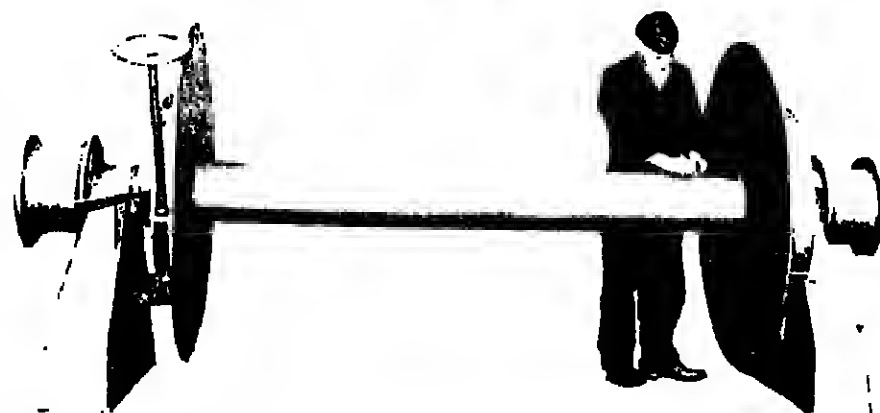
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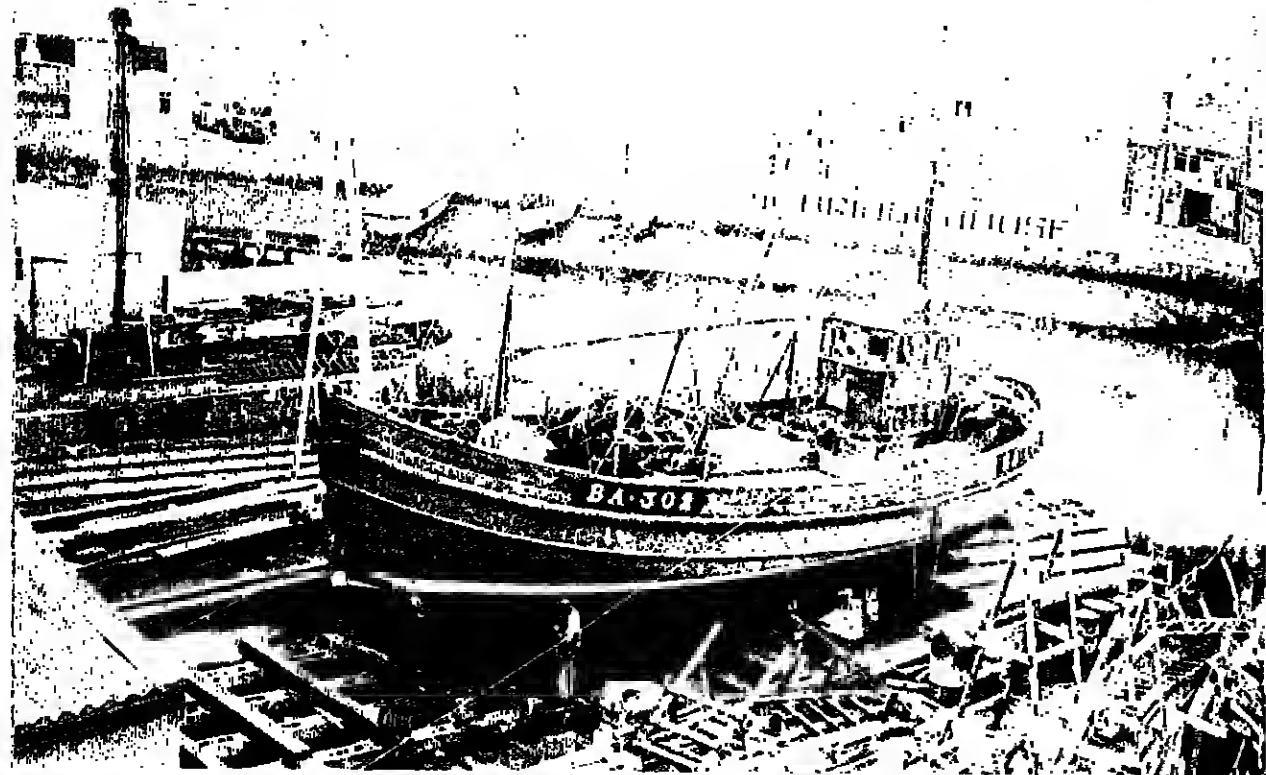
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Above: seen on the slipway at the Alexander Noble and Son yard at Girven is *Silver Gull*, an excellent example of a Clyde ring net vessel. Owned by the McCutcheon family of Dunfermline, she was one of four local boats which went up to the Minch to work the ring net earlier this year.

Left: fish comes ashore from the seiner *Olivia Tree*. She is one of the few seine nets working from Ayr and originally came from north-east Scotland. She is owned by Skipper Alec Duthie and was built at Sandhaven in 1969.

Below: the trawler *Frederic* was recently bought secondhand by Skipper Roy McPherson. The 55-footer was built at Port Seton by Weatherhead and Blackie in 1960.



AYR

from page 16

Skipper Milne said that, although over the years the scallops had become scarcer, this was compensated for by the rise in prices.

Crews working scallops were able to earn good wages but owing to increased operating costs and the expense of fishing gear, the boats' profit margins were getting smaller.

Sea Otter uses dredges designed by John King, a director of West Coast Sea Products, who has done much to develop the scallop and queenie fishing off south west Scotland.

The dredges have a spring-loaded device which allows the toothed bar at the mouth of the dredge to go over the top of large stones, instead of picking them up.

Smaller

The 40 ft. wooden-hulled *Mari-Dor* is one of the smaller boats working from Ayr and was built about six years ago by Mackay Boat-builders of Arbroath for Skipper Lorimer Gibson of Dunfermline.

She is shortly to be re-engined with a Gardner of 171 hp and she is fitted with a Minstra hydraulic winch.

From about August to January she fishes for queenies in the Clyde using a Cosalt queenie trawl. She has caught 45 to 50 sacks a day, each sack holding one cwt. Her catches have been bought by Irvine Seafoods.

For the remainder of the year she trawls for white fish and nephrops, but Skipper Gibson said white fish had been more scarce this last winter than he had ever known it.

Normally there was a big seine fishing early in the year, but this year there was only the odd boat getting a decent shot.

A number of secondhand Dutch-built steel boats have joined the local fleet in recent years.

One, the 60 ft. *Nord Zee*, was bought from Fleetwood by the Currie family about three years ago.

She was built in 1959 and Skipper Matthew Currie says she is a very well built boat with a good engine, a Kromhout model of 140 hp.

A belt-driven Meestra winch was fitted after her arrival in Ayr and a recent acquisition is a pedestal-type Loxie Hydraulic power block. Her crew find this a "great help". *Nord Zee* has trawled for nephrops and white fish, also for queenies.

For the white fish and nephrops she uses a Bridport-tundry 480 dual purpose net, which is ideal for catching white fish as well as the nephrops which lie on the muddy bottom.

When queenie fishing, she used a Cosalt queenie bobbin trawl which is a short and heavy net. There is cow hide in the cod end and up the belly, as the queenies are found on harder ground.

Skipper Currie said trawls are used in the Solway rather than dredges as the queenies seemed to swim about more and be less dormant than they are in the Solway.

About half-a-dozen local boats work seine nets all the time and two of these are *Olivia Tree* and *Faithful*, whose skippers — Alec Duthie and Frank Wiseman — originally came from the

north-east of Scotland.

Skipper Wiseman had the 55 ft. *Faithful* built at the James Noble yard in Fraserburgh about ten years ago and she makes trips of one or two days.

Early this year she was catching from 10 to 15 boxes of white fish a day, which was less than at the same time in 1975.

Normally cod is plentiful towards the end of November, but last year it was little in evidence at that time.

Crewman aboard *Faithful*, Jack Flett, told *Fishing News* that he thought trawling was "finishing" the Clyde.

At one time local boats had only trawled for nephrops in the summer, and had fished for herring in the winter, but in more recent years they had continued to trawl for white fish during the winter.

Skipper Duthie of *Olivia Tree* said the boats were suffering from bad weather, too few fish and too high expenses. But he pointed out that running costs of the boats fishing in the Clyde are low compared with the big seiners on the east coast. The Clyde boats usually work less than 40 miles from port.

The 52 ft. *Olivia Tree* was built at the Forbes yard, Sandhaven, in 1969 and still has her original 114 hp Gardner engine and Sutherland belt-driven winch. She does not have a power block.

Faithful had a power block fitted about six years ago and her crew say it is "worth ten men".

Skipper Duthie of *Olivia Tree* told *Fishing News* that manilla seine net ropes are superior to the synthetic ropes for working in the Clyde, as they are better for towing the gear in heavy mud.

The synthetic ropes tended to dig into the mud too much, but manilla ropes are just about impossible to buy these days.

He said *Olivia Tree* is having to buy old stocks of manilla rope from "here and there". *Faithful* was using a mixture of manilla and synthetic ropes.

Both these seiners join in the summer hake fishing, and the crews say that 20 boxes a day is a very good catch.

Very little else is caught by seiners when the hake are "in", and catches have been better during the last two or three years as before that there had been quite a shortage.

Small catch

One of the "stranger" boats which fishes from Ayr for about nine months of the year is the 63 ft. wooden seiner *Seafire*, owned by Skipper James Main of Nairn.

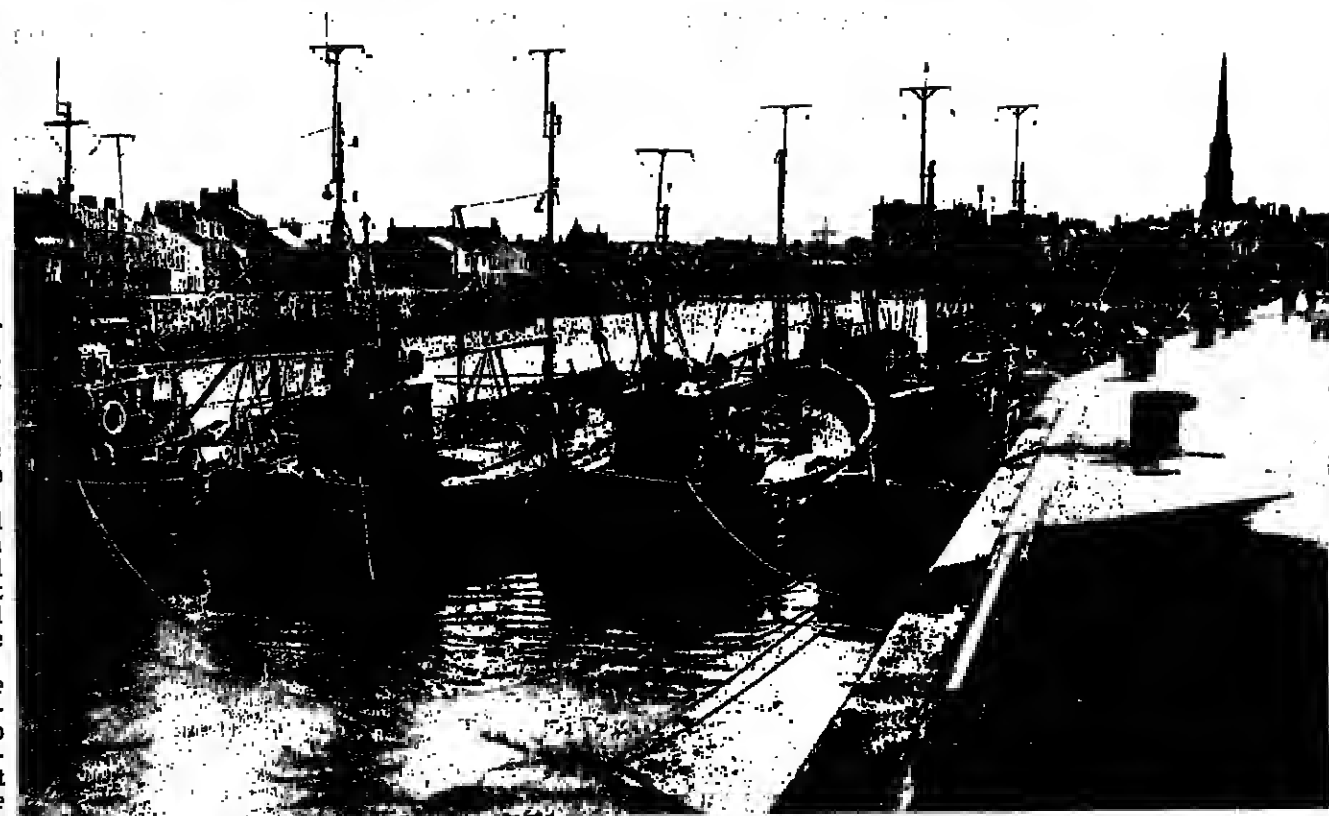
Fishing News visited *Seafire* just after she had come into port after fishing in a Force 7 to 8. Because of the weather she had caught only half-a-box of whiting in three hauls.

Skipper Main said he had never known fish to be so scarce as this last winter, but he could not think of a reason for the shortage. Fish had been quite plentiful further north.

He said his boat couldn't fish elsewhere at present as she is working with just a crew of five.

At one time, said Skipper Main, you could find fish anywhere in the Clyde. These days they work all the various holes and crannies which used to be productive, but are now finding very little.

Seafire was built by Herd and MacKenzie, Buckle, in 1967 and has a Caterpillar engine of 180 hp.



Part of the Ayr fleet moored to the south quay.

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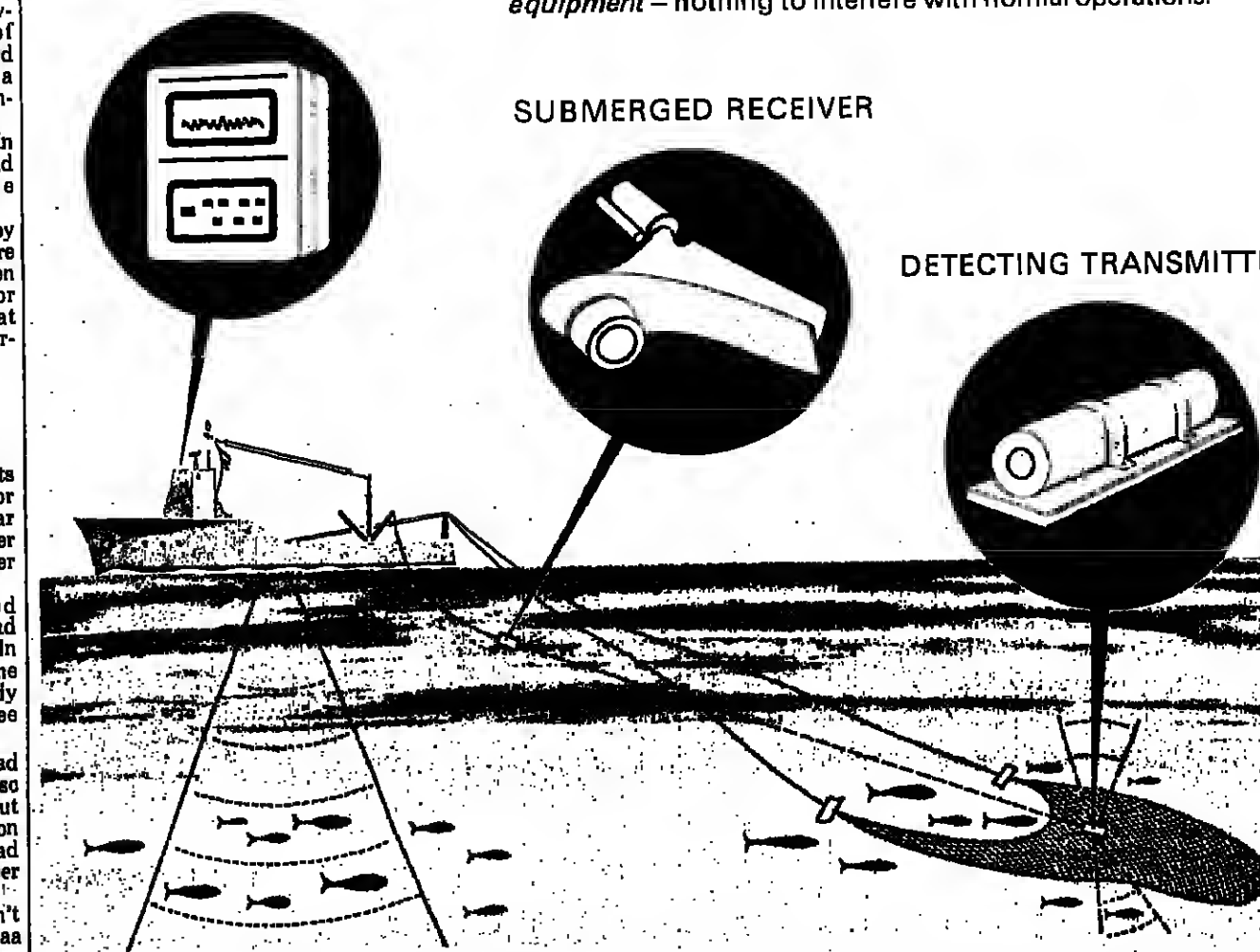
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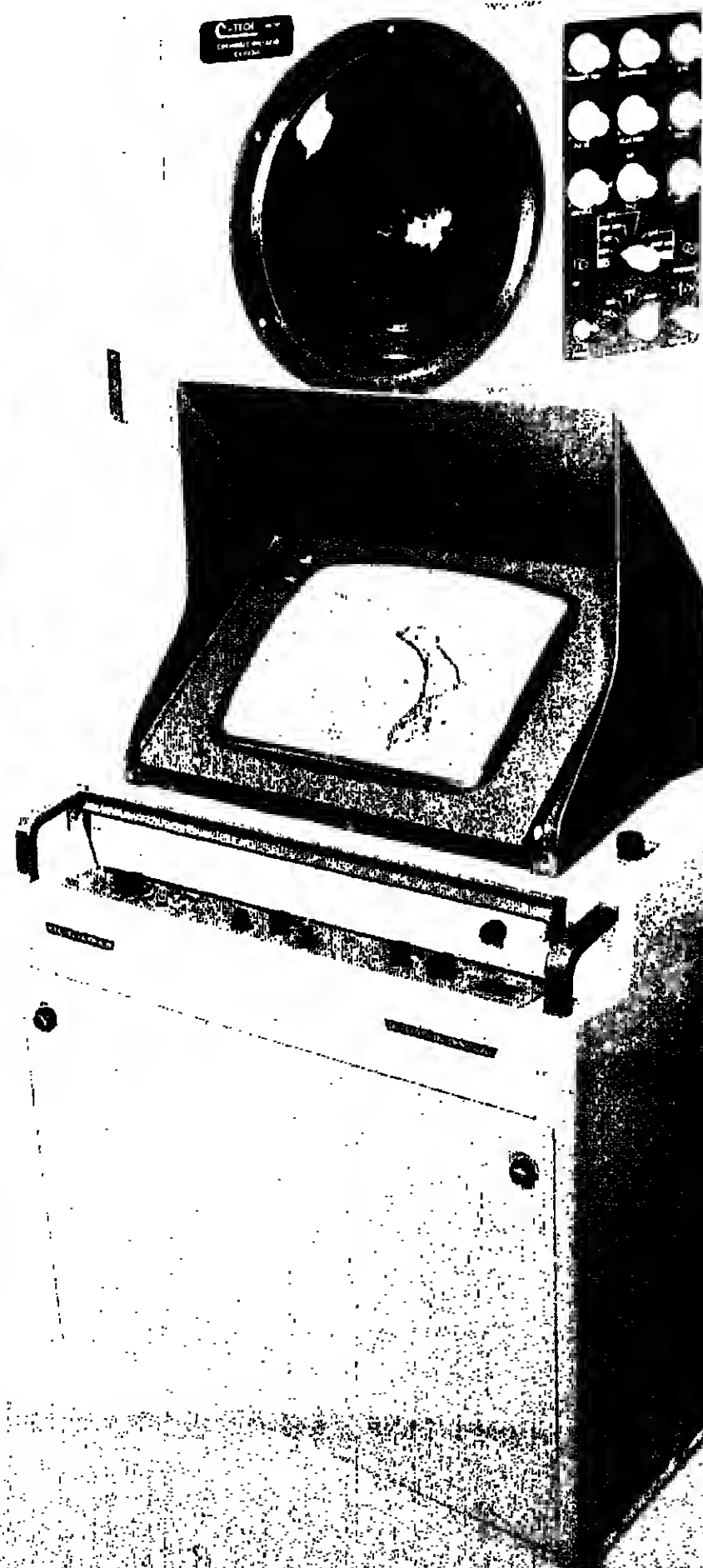


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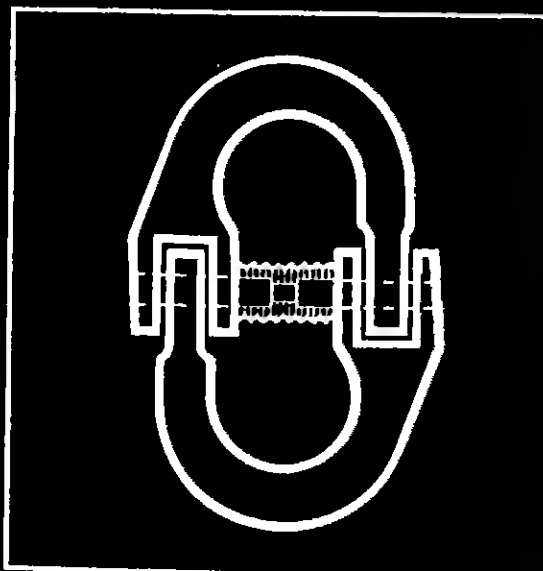
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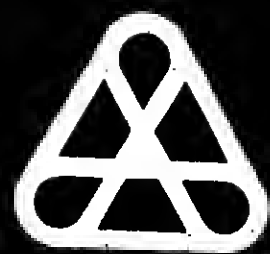
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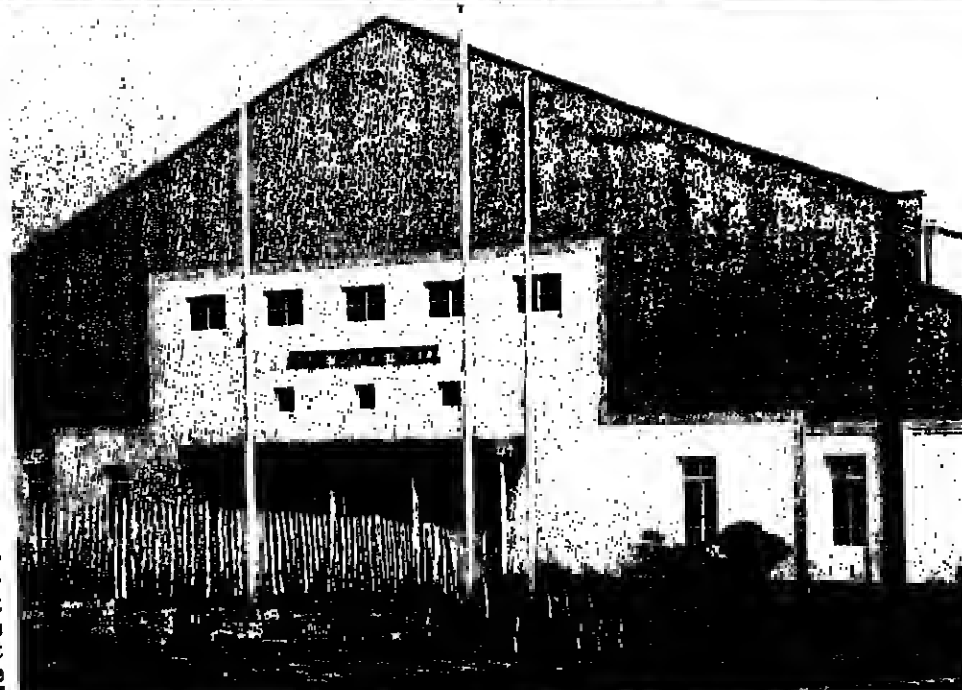
THE FREE-WHEELING Scottish Fisheries Exhibition sets up next week in the west coast port of Ayr. From April 28 - May 2 over 100 companies will be fighting hard for orders on a market not as buoyant as that surrounding previous shows.

Considering the circumstances, the exhibition has attracted a fair number of exhibitors but, in the words of the organisers, "the physical size of the exhibition reflects the current mood of the economy."

In the present depressed state of fishing, companies have been hesitant to go out on a limb developing equipment and, consequently, there is not exactly a glut of new gear at the show. Among the first-time exhibits will be a number of winches and a new range of fish finding equipment will be making its Scottish debut.

Two casualties of the depressed state of landings are the Herring Industry Board and the White Fish Authority, whose income is linked to what happens on the fish quay. Although they are sponsoring the show, these two bodies will not be taking a stand, although the mobile electronic training unit will be on the exhibition site.

The show will be officially opened by Mr. Hugh Brown, Under Secretary of State for Scotland, with special responsibility for fisheries.



The exhibition hall where over 100 firms will be fighting hard to gain orders.

PREVIEW

The following is a selection of exhibits appearing at Ayr:

C-Power (Marine) Ltd., offer eight engines in a 28 bhp to 180 bhp power range, running at speeds of 2200 rpm to 3600 rpm. Models on show are expected to be: 28 bhp, 72 bhp and 108 bhp. All these engines are especially

suitable for fishing boats, which is emphasised by the number in service around the Highlands and Islands coasts. The majority of owners, including those in the fishing fleets of 28 other countries who choose C-Power engines, also specify a C-Power designed and manufactured power-take-off. These vary from simple

shafts and pulleys to mechanically clutched and hydraulic units which are built into the engine bed plates and form an integral part of the power unit.

Edward MacBean & Co. Ltd., the range of industrial fishing garments, Vintex 27, is well known by fishermen. These clothes are manufac-

tured at their Kirkintilloch and Greenock factories. This year the company celebrates its Centenary.

Brunton's Propellers Ltd. will have on display a 40 in. (1016mm) diam. nickel aluminium bronze propeller suitable for a fishery protection vessel; a 36 in. (914 mm) diam. Superston 70 propeller suitable for a high speed supply vessel; also a Brunton's standard water lubricated stern gear and an example of the well-known stern gear manufactured by Henry Fleetwood & Sons (Marine) Ltd., Lossington. Both sets are fitted with Brunton's Caledonian Mk II propellers. An exhibit showing how a badly damaged propeller can be expertly restored by Brunton's will also be demonstrated.

Fishing Hydraulics (Scotland) Ltd. will be exhibiting a range of rail, pedestal and crane mounted power blocks. Of special interest will be an arrangement of a Hinch crane and Rapp power block similar to the arrangement being fitted for Anstruther skipper 'David' Smith aboard his new boat *Argonaut IV*, now completing. Rope reels destined for *Argonaut IV* will also be on show and 12 other vessels will be fitting these in the next few months. The rope reels are based on the prototype originally fitted on *Argonaut II* in 1973 with the facility for removing a spool without stopping the hauling cycle. A Rapp fish pump designed for trawl fishing with the pump being connected to the end-end of the trawl will be displayed.

Anglo Belgian Company. With its range of 200 to 1200 hp engines, this company believes it can be a com-



Hugh Brown, Under Secretary of State for Scotland, with special responsibilities for fisheries, will open the show on April 28.

petitor on the British fishing market like it has been elsewhere in the world. A network of spares stockists and agents has been set up in the UK and Ireland over the past year, ready for a big sales push. An audio visual display will feature the background of the company, its present production facilities and details of the current engine range.

British Ropes will feature *Steeple*, a high strength yarn with additional abrasion resistance and fatigue life utilising a "Fibreilm" polypropylene core. *Steeple*, the same rope, but with a steel core for pair trawling where higher breaking loads are required. *Steeple* and *Steeple* for use on smaller

continued Page 24

exhibitors

Alfa Ltd.
Alfa Laval Co. Ltd.
Sommer Allibert [UK] Ltd.
Anglo Salmon Co.
Arenco Alfa Ltd.
N.J. & E.F. Ashworth
The Atholl Asbestos & Rubber Co. Ltd.
Bank of Scotland
Baron Instruments Ltd.
Bollards Company Ltd.
Sowater Containers Ltd.
Bridport-Gundry (Scotland) Ltd.
British Ropes Ltd.
British Sailors Society
Brunton's Propellers Ltd.
C-Power (Marine) Ltd.
Caledonian Tractor & Equipment Co. Ltd.
Campbeltown Shipyard Ltd.
Clydebank Bank Ltd.
Cosalt Ltd.
DRG Merton Packaging
Dacoe Navigator & Radar
Department of Agriculture and Fisheries for Scotland
Dautz Engine Ltd.
P.M.P. Durr Ltd.
Ekco Pistons Ltd.
Euroclean Ltd.
F.A.L. Scottish Propeller Service
Fishing Hydraulics (Scotland) Ltd.
Fishing Vessels Co-operative Insurance Society [1974] Ltd.
A/S Fiskerisutrustning
Andrew Galloway
Gondotastio Ltd.
Greene Marine Service Ltd.
Highlands and Islands Development Board
Inco-Ziegler (UK) Ltd.
Kelvin Hughes
W. & J. Knox Ltd.
Kort Propulsion Co. Ltd.
Fried. Krupp Atlas-Elektronik
Lawood-Aviatrap Ltd.

From:
Daily opening:
Venue:
Organisers:

April 28-May 2
10am-6pm
Dam Park Hall, Ayr
Commercial
Exhibitions
and Publications
Ltd., Riverside
House, Woolwich,
London SE18 6LR.
Tel: 01 855-7001

Lawtons of Liverpool Ltd.
R. & S. Leakey
R. A. Lister & Co. Ltd.
Lowe Hydraulic Co.
Edward MacBean & Co. Ltd.
J. M. MacDonald & Co.
Norsanet Ltd.
North Sea Winches Ltd.
Northern Tool & Gear Co. Ltd.
The Norwich Group
Howard Owen Marine Co. Ltd.
Post Office Telecommunications
Power Engineering Ltd.
Radcom (Radio Communications) Ltd.
Roehford Marine Enterprises
Ross Warratoom Ltd.
Royal National Mission to Deep Sea Fishermen
Sabvus, Sain (Management) Ltd.
Scottish Boatowners Mutual Insurance Association
Sea-Dog Life Saving Appliances (Scotland) Ltd.
Self-Charging Gears Ltd.
Sperry Marine Systems
J. & W. Stuart Ltd.
Teal & Mackrell Ltd.
Tough Ropes Ltd.
Trop Fishing Ltd.
Trawl Equipment (Aberdeen) Ltd.
Robt. Watson & Co. Ltd.
Wheway Watson & Co. Ltd.

White Fish Authority Industrial Development Unit
Wilmer Engineering Services (Aberdeen) Ltd.
C. F. Wilson & Co. (1932) Ltd.
Working Fishing Owners Benefit Group
World Fishing

companies represented:

Ardmestah Boatbuilding Co. Ltd.
Armstrong Elliot Ltd.
The Asbestos & Rubber Co. Ltd.
Soria Net Co. Ltd.
Sowater Industrial Packaging Ltd.
Brown & Perring (Inst.) Ltd.
Bruce Anchor Ltd.
Sudgen & Hare Ltd.
John Carmichael
Catfish Ltd.
Cetrak
Dawson & Usher Ltd.
Dymar
Electronic Laboratories (Marine) Ltd.
Ferro-Cement Boats
Fish & Ships Gear A/S
Henry Fleetwood & Sons (Marine) Ltd.
Gillroy Engineering
Gramplan Fabrications Ltd.
Halmatic (Scotland) Ltd.
Hawkins & Tipson Group Ltd.
Iberdrola S.A.
Jackson Trewill Ltd.
Klockner-Humboldt-Dautz AG
James McCaughy Boatbuilder
J. W. Mackay
Mackay & McLeod Engineering Ltd.
Noack A/S
Nor-Marine (Aker Group) Ltd.
Poron Insulation Ltd.
Promec
Rapp Febrilker A/S
Alsa, Robertson & Sons Ltd.
S. P. Radio
Scapmerin
Stora Mangenese Marine Ltd.
Transmotor
Trident Equipment Ltd.
Wesmar

PREVIEW

from page 25

nine different reverse gears are available, including Twin Disc 502 (10° down angle).

DECCA Radar Ltd. and Decca Navigator Co. Ltd. will be showing a wide range of equipment.

Identical units to that used by four inshore skippers who cruised a total of over 600,000 last year can be seen on the stand.

This includes four RM D16/4 radars, four 450/250 autopilots, four Navigators Mk 21/t2 with two Track Plotters, three Simrad EQ sounders, one SB2 sonar, one Trawl Link, two R/Ts and an Auxilix intercom.

Along with Loran-C (inter-ferable with track plotter), Decca 110 (36-mile) and 060 (24-mile) radars, the com-

plete range of Simrad sounders, scopes and trawl equipment, watch receiver, R/Ts and a range of new magnetic compasses and binoculars, can also be seen.

In addition to the Decca Navigator Mk21 receiver, the DL 91 Loran-C receiver will also be displayed, together with the Marine Autopilot Track Plotter. A new inter-switch unit will also be on show for the first time.

The Simrad range of fishfinders will be represented by two sonars, four sounders and ancillary equipment.

Carrying out daily demonstrations from Ayr harbour will be the Decca yacht Novigator which is equipped with a full range of Decca equipment.

Chain bridges in use aboard a big stern trawler. Wharfedale Watson will be exhibiting its range of Dragelloy chain, including the chain used for bridges in lengths of between 15 and 60 fathoms.

Kelvin Hughes will be showing, for the first time in Scotland, two additions to its range of fish finders. The new products are the Omni Sonar and Wide Graph Fish sounder and Net Telemetry

System. Trials with the long range sonar have been carried out aboard the Scottish purse seiner Lunna Bona.

Manufactured in Canada by C-Tech, the sonar has a 360 deg. search facility for locating and closing shoals. Under suitable conditions its detection range is over 4,000 metres.

There are three modes of directional and searchlight scanning, each with its own fishfinding characteristics and the echoes are presented on a 250mm (10in.) screen like a continuous radar. Shoals appear as radar "point" on the screen.

The Omni Sonar is available in two models, the LSS-30 (PT) and the LSS-30 (PT) with slightly different tilt capabilities; both have five range scales from 0-250 and 0-1,000 metres.

The Wide Graph Fishsounder and the Net Telemetry system is already a big winner in Japan. They are claimed to provide more information on fish detection and trawl behaviour than any other single instrument. It does this with high

mid or low frequency recording, seabed lock or transmission lock, scale expansion and telemetered trawl information showing fish echoes above and below the trawl headline with surface and seabed echoes, all shown on the Wide Graph 320 mm (12in.) recorder.

There are two general arrangements. The first, known as System One, suitable for existing vessels tight on space, comprises the WG Fishsounder, the telemeter link and a monitor.

System Two adds a scale expander and a second recorder. There is a choice of three recorder models.

The other main development is the application of Situation Display radar to fishing. By using the sonar and his own knowledge, a skipper can see at a glance what the other vessels in the area — to a range of 64 miles — are doing.

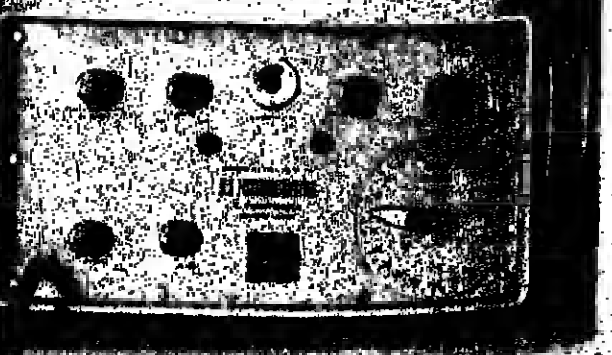
Northern Tool & Gear Co. Ltd. will be bringing two winches to the show. A heavy-duty hydraulic winch with modular construction, a combine rigidity with easy and easy maintenance has been designed for vessels up to 85ft. This has a capacity for around 1,000 fathoms of two-inch wire, with a maximum pull of eight tons. The hydraulic winch which is designed to replace existing equipment. This new winch includes a more powerful hydraulic motor and worm and worm wheel drive to give a pull at the winch of up to four tons.

Baron Instruments Ltd. will be featuring a compact 10-mile radar, known as the Baron N-10, this radar is for under £700. There are ranges of 1, 2, 5, and 10 miles. A 21in. scanner is used and peak power is 3W. Horizontal beamwidth is 3.5 deg. at half power point and vertical width is 25 deg. Scanner rotation speed is 20rpm.

The Norwagian-made bait cutting machine (above) and automatic fishing reel being displayed at the Ayr show by Flakerlauto matikk. The bait outter is electrically-powered.



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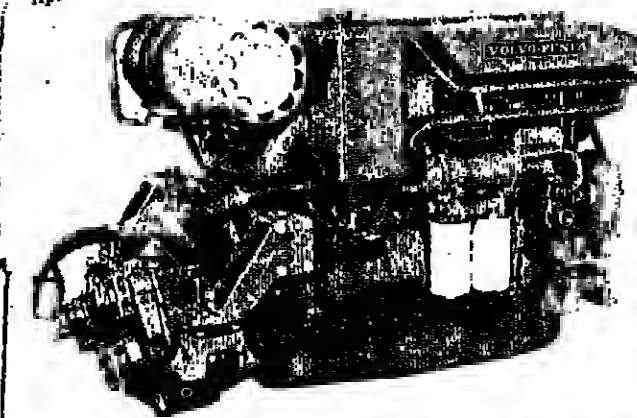


COD FIRST

THE Royal Navy has cancelled a ten-day cruise to the long exercise east of Suez, planned to start this month because of cod war commitments.

April 28, 1976

April 23, 1976



The new TAMDBO 154 hp Volvo Penta diesel which Bolindres will have on display. An hydraulically-operated reverse gear is fitted.

J. W. Stuart. A range of herring purse seines and trawls will be featured. Included will be white fish wing trawls, combination trawls, prawn trawls, bobbin trawls and herring and sprat trawls. Netting, twine, ropes and floats will also be displayed.

Afos Ltd. The well known "mini klin" will be available for inspection from the range of smoking and drying equipment produced by this firm. The biggest klin, which can handle 200 stones, is constructed from stainless steel — as are all the rest of the models.

Highlands and Islands Development Board. Research and development carried out on blue whiting and other little-used species will be illustrated on this stand. Boatyards in the Highlands area will also be represented.

Enroclean Ltd. Specialising in equipment and chemicals for cleaning off fish, this firm will be of interest to those who use returnable fish boxes and



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Weld Morgan & Associates. Financial advice for fishermen will be available from this firm which broke new ground when it launched the highly successful Working Fishing Owners' Benefit Group — a scheme for health insurance. This company also specialises in handling FECCA grants for the fishing industry.

THE FIRM of Fishing Hydraulics (Scotland) Ltd. has been closely involved with the conversion of a trawler bought by the Highlands and Islands Development Board for experimental blue whiting trials.

Named Hebridean (below), this ex-Swedish 102-footer has been supplied with a Rapp 24RA-2300 power block back acting crane, and a new

quadrant to give 240° slew angle; also on board is a Rapp US80T fish pump.

This 12in. hydraulic pump is designed for trawl fishing and has been in use for some time. Instead of putting the pump inside the net, the cod and is connected to the auction side of the pump. This part of the pump swivels and takes the twist of the net.

The pump has a capacity of about 600-tonne of fish an hour and damage rate is claimed to be almost zero. Trials in Swadan showed only six harrings were damaged out of a catch of eight tons. Built in 1968 and powered by a Dautz 1,000 hp diesel, Hebridean is commanded by Alex Smith, an ex-White Fish Authority skipper.

N. J. & E. F. Ashworth will be displaying an injection moulded plastic pot base for the first time. The tool to mould the base is just being completed.

On the Ashworth stand will be a Nantes shellfish pot with both the entrance and base produced by injection moulding.

The new base has a 30 in. diameter and is about 1 in. thick, being formed of a square grid pattern.

The firm's pot entrances are still selling well and a total of 40,000 have been produced — some 15,000 were sold last year.

Ashworth is hoping the pot lines will find the same wide market and the firm eventually hopes to sell a complete injection moulded pot.



WE'VE ALREADY ADDED ANOTHER 10,000 SQ. FT. — SO YOU CAN STILL BOOK A STAND AT

ABERDEEN INTERNATIONAL FISHERIES EXHIBITION 15-21 September 1976

A warm welcome awaits home and overseas exhibitors and visitors to this great fishing show to be held at the traditional hub of the Scottish fishing industry. Such has been the demand for space that the Exhibition has already burst its original seams and a further 10,000 sq. ft. of covered accommodation have been added. All the main marine engine manufacturers will be represented and there will be plenty to see in the electronics field. Boat builders and designers will vie for attention and a representative selection of deck and fishing gear will be on view. Visitors specially interested in the processing and handling

side will find a goodly showing of machinery and methods to claim their attention. And to round off the show there will be the services in the shape of banks and marine insurance companies. Overseas participation is growing daily with exhibitors already from Belgium, Denmark, Eire, France, Germany, Holland, Iceland, Norway, Sweden and the U.S.A. All in all this will be one of the best fishing shows ever to be seen in Scotland. Such is the intention of the organisers, backed by the local authorities and fishery organisations and authorities.

EXTRA: Sponsored by the Scottish Inshore White Fish Producers' Association, a two-day Fisherman's Conference will take place in Abardaan's Beech Ballroom during the Exhibition period. More details later.

Sponsors: GRAMPAN REGIONAL COUNCIL CITY OF ABERDEEN HERRING INDUSTRY BOARD WHITE FISH AUTHORITY SCOTTISH FISHERMEN'S ORGANISATION LTD ABERDEEN FISH PRODUCERS' ORGANISATION ANGLIO-SCOTTISH FISH PRODUCERS' ORGANISATION

Further information from the organisers:

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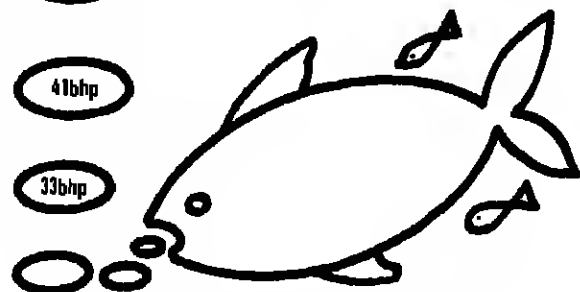
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120bhp

90bhp

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'HARVEST GOLD'

Survey on Scotland's

GRP has now become an acceptable material for building small fishing boats. Craft up to 36 ft. long are becoming quite common, but the larger sizes of hull — 50 and 54 ft. — introduced by Halmatic (Scotland) Ltd. have not caught on. A 55 ft. hull planned by Tyler Boats did not even appear!

Because of the difficult conditions under which they have to operate, fishermen are naturally conservative. Many, therefore, decided to wait and see if the new material is suitable for building larger fishing boats.

The first of these 50-footers, *Harvest Gold* which is skippered by Winston Watt and based at Lerwick, in the Shetlands, has had a hard three years work. She was hauled out on Malakoff's slip, Lerwick, for our survey.

Harvest Gold is of the smaller size (in fact slightly under 50 ft.) to allow her to fit into the limitations of inshore boats fishing around Shetland.

The size difference is allowed for by removable sections in the hull mould — the

line of the joins can still be detected in the hull moulding. This in no way detracts from the hull, except in appearance.

The hull is moulded in one piece and is stiffened by large moulded transverse and longitudinal frames which are built up on foam formers. No major defects could be found in the hull structure which appears to be as sound as the day it was completed.

There are several small defects which in themselves are of little consequence, but these defects cannot be ignored as they possibly could in a wood or steel hull. If they are not rectified, they could lead to trouble in the future which would require major surgery to correct.

Chief amongst these defects are numerous chips in the gel coat. This is the skin on the outside of the hull which gives the hull its colour and waterproofing. The chipped areas are easily detected because the GRP underneath is a greenish white and layers of glass matting are exposed.

Exposing the glass matting in this way can allow minute quantities of water to be

drawn into the laminate by capillary action and this can lead to gradual delamination, particularly if the hull is subjected to freezing temperatures. Once started, the delamination will proceed at an accelerating pace as greater areas of laminate are exposed.

The remedy is simple. Clean out the chipped area with a rotary sander, or even sandpaper, and fill the area with resin and then gel coat. If the chip is shallow it can simply be filled with gel coat only, which restores both the surface and the colour.

A similar defect was found along the top of the moulded sections of the integral rubbing strips. Resin impregnated glass mat has to be laid up on this surface which in the mould is overhead. It is evident that, in some local areas, it has not adhered properly to the gel coat which is put on first. The result is that a bubble forms under the gel coat and this only becomes evident with time.

The affected areas can be detected by a cracking of the gel coat around the bubble and the skin can be pushed



Building hulls in GRP (glass reinforced plastic) is 'just like wallpapering', a ship boat builder told *Fishing News* when yards first started using this relatively new material. But the thin layers of glass cloth, when bonded together with resin, form an immensely strong one-piece structure. *Fishing News* decided to find out how well GRP can stand up to the rigours of fishing and sent boat surveyor, Deg Pike, to Shetland to slip the prototype Halmatic 50-footer for inspection.

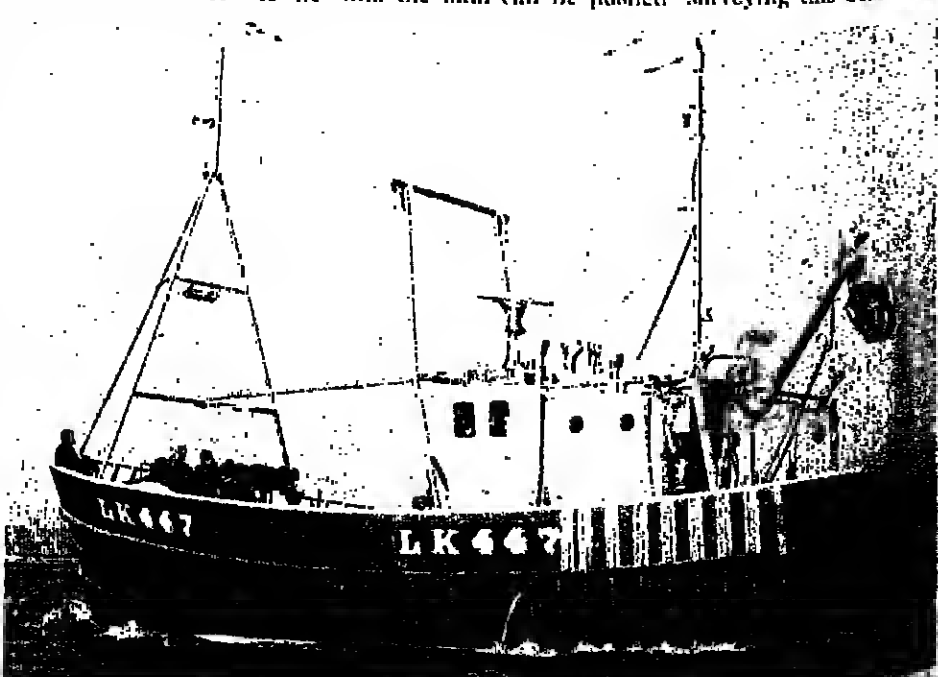
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Harvest Gold

HARVEST GOLD was fitted out by J. Anderson (Boatbuilders) at Stromness, Orkney, and went on trials in February 1973. She cost £88,000 new and was grant-aided by the Highlands and Islands Development Board, which also helped the hull moulders Halmatic (Scotland) set up in Orkney. A replacement at today's prices would cost around £110,000 to £120,000.

She has an 18 ft. beam and draft of 7 ft. 6 in. The hull has four wooden bulkheads spaced in, and two longitudinal beams up to 18 in. deep and 6 in. wide run the whole length of the boat. Beams 6 in. x 6 in. at 18 in. centres are also

moulded into the hull of the 50-footer. Steel channel is moulded in to help the boat take the ground and there is a steel keel where there is a double bottom. The boat was by naval architects, Sir J. Watson. *Harvest Gold* is powered by a 180 diesel and achieved a speed of 8 knots. She is equipped for both fishing and has spent some time out fishing. A 54 ft. boat for Whinby was the next fishing boat off the line. J. Anderson has now

The 50-footer *Harvest Gold* as she was into service three years ago.

THREE YEARS ON

biggest GRP trawler

fitted out had been completed by a firm which had little experience with GRP. The fitting out had been done at Stromness by a yard which had previously worked with wood only.

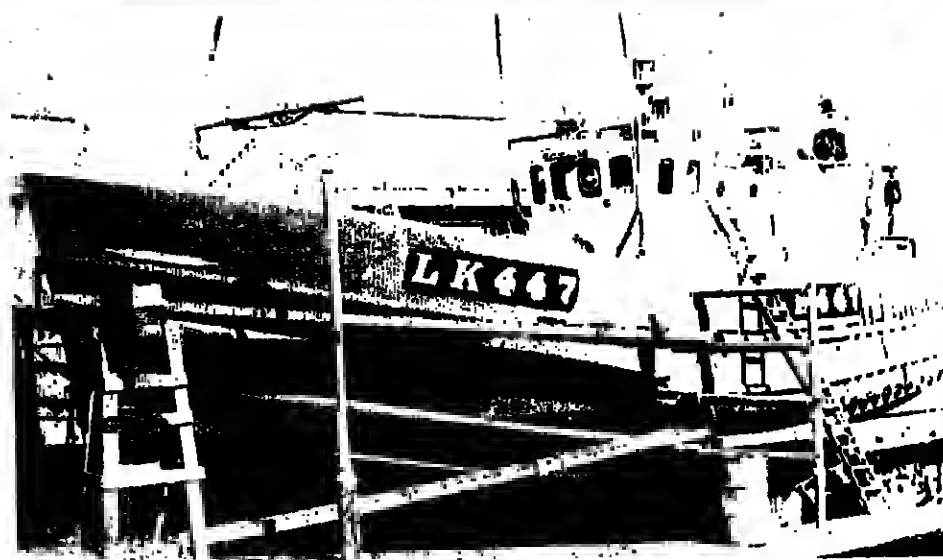
Where holes had been cut in the hull deck moulding for fittings, the edges had not been sealed. This could lead to delamination in the future.

Where the hole had been cut to allow the exhaust pipe to pass through the deck, the plywood insert in the deck was badly charred and crumbling from the heat, although the GRP on each side of the charred plywood was relatively unharmed.

Most of the bolts used for securing the deck fittings, and the wooden fendering strips which protect the hull, were not galvanised and are corroded. This omission was a false economy and these bolts are going to need replacing before long to make sure that they do not lead to worse trouble.

The extensive fendering strips on the hull have protected it well, but solid fendering might have been better as it would be much easier to paint. There would have been less risk of the fendering fouling on projec-

Continued overleaf.

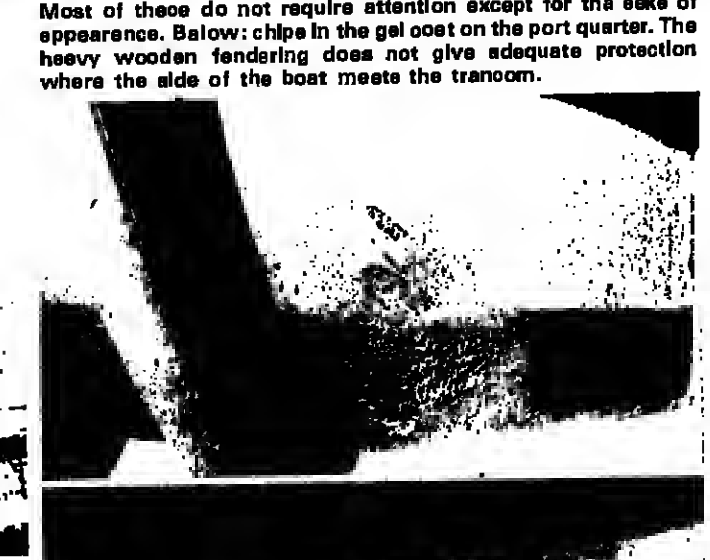


Above: *Harvest Gold* on the slip for the *Fishing News* survey. She is based at the Shetland port of Lerwick.

Left: three different types of pipe fitting on her hull. The upper right fitting leaves the cut edge of the laminate exposed and is poor. The lower fitting is better, but has not been sealed properly. The upper left fitting should form a good seal, provided the nut has been hardened up inside.

Above right: bubbles have formed in the top edge of the moulded rubber strips. The gel coat has been broken away from the top, exposing the glass cloth.

Right: glass cloth can be seen hanging out of this chip in the hull — an invitation for water to enter the laminate. The basic hull appears, however, to be as sound as the day it was completed.



Above: scoring and chipping on the port forward bulkheads. Most of these do not require attention except for the sake of appearance. Below: chips in the gel coat on the port quarter. The heavy wooden fendering does not give adequate protection where the side of the boat meets the transom.

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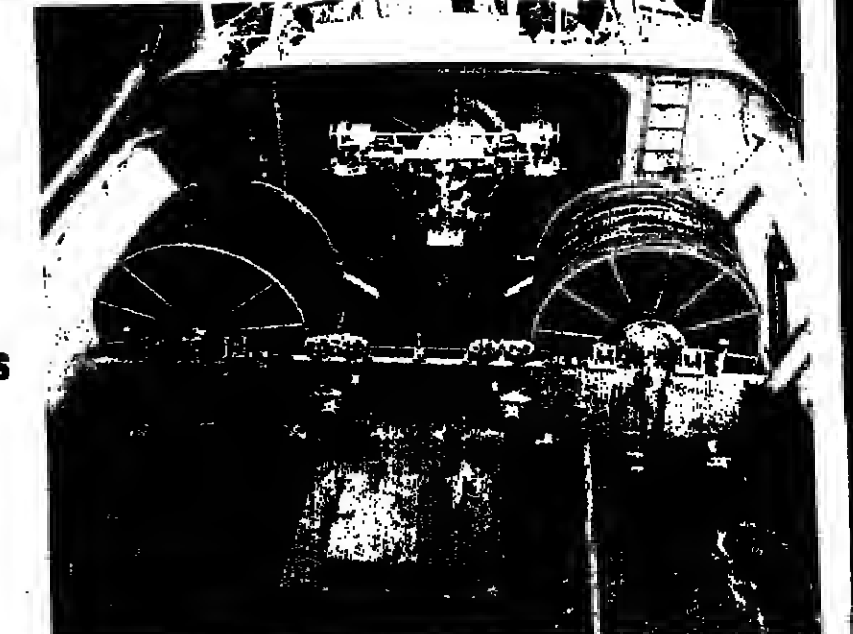
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Harvest Gold

From page 29

times as well. Most of the damage to the hull is around the bows, and the flare of the hull has made the hullwarks particularly vulnerable.

From the evidence of this boat GRP stands up well to hard fishing use, but there are many lessons to be learnt.

First, GRP is not maintenance free as some of the advertisements would have us believe. The underwater parts still have to be painted with anti-fouling and painting the fendering strips is almost as much work as painting the topsides on a wooden boat. A lot of effort is saved on the deck and superstructure and these have survived the ravages of fishing use very well.

Attention

Second, small defects in the hull must be dealt with at least on an annual basis and not be left for deterioration to set in.

The third lesson is at the building stage. Fitting out a GRP hull must be done by people who understand the material. You are unlikely to entrust repairs on a wooden hull to a yard which builds steel hulls, so with GRP you must find a yard with experience.

Halmatic recognise this problem and, whilst it has no wish to specify where a hull should be fitted out, it is contemplating offering a full fitting out service at its Kirkwall factory so that it can set the required standards.

With the rising costs of raw materials, the price advantage which GRP hulls had is being whittled away. Over a long period the maintenance costs of GRP will be less, provided that the boat has been built soundly in the first place.

There is no magic about GRP. It is not a new wonder material.

When you swap a wooden boat for a GRP one, you exchange one set of problems for another. But, on balance, there will be advantages - provided you take the trouble to understand the material.

THE TAIT family of Fraserburgh has always attracted attention. As leading herring fishermen sometimes their exploits have been viewed with admiration, sometimes with envy, maybe even with disapproval - but seldom with indifference.

Their building the 135ft. purse seiner *Chris Andra* provided plenty of pierhead speculation. It's little wonder, then, that the latest decision concerning the future of their four-strong fleet has set the tongues wagging wherever there's a fishing fleet in port.

Two of the family's four boats, *Challenge* and *Conquest*, have been advertised for sale. Why? Is this major change of plans a sure indication of the sick state of the industry, or is there another reason which might force the seemingly infallible Taites to cut back?

Fishing News asked 'Willie' Tait, skipper of *Challenge*, what is behind this move.

"We can't afford to pay taxes and pay off a boat too. It's as simple as that," he said.

Seemingly the family had, like numerous others, invested the fruits of the 1973 'boom' year in a new boat - *Chris Andra*. They expected the normal tax concession; but things didn't look so rosy when they discovered that the actual date they signed the contract with the Norwegian builders was one week too late.

Ironically, as 'Willie' says: "We had actually made up our minds about ordering *Chris Andra* three months before that but, because of the usual procedures and transactions involved in such business, the pen was put to paper a week late. To the benefit of the taxman."

"Now we are all having to work with quotas on top of a new boat, our efforts will be stifled."

We posed the obvious question...What would be the wheelhouse arrangement if the boats find a suitable

SET TO GIVE UP AT 33



'Willie' Tait - can't afford to pay the taxman and a new boat

'No incentive to go on' - herring man

buyer? There would then be three brothers and only two boats.

The answer came as a bit of a surprise.

"I will leave the boat altogether," said 'Willie'. "The Government won't do a thing towards claiming the limits - I'm just disgusted about the whole way the fishing industry is going."

Weight

'Willie' Tait's decision to retire (from the sea) that he carries more weight than words in the fight for extended limits which has been waged by fishermen around the whole of the British Isles.

For such an action on the part of the young skipper does not imply lack of courage to face the fight. On the contrary, the Taites have dodged in the teeth of economic gales before now...and come through it. And 'Willie', like his father ('Auld Andra') is a dedicated hunter who has displayed the tenacity and fortitude with which he reaps the ocean.

He's hardly 'mised a mark' even since he tragically lost his left arm in a deck accident about three years ago. This is the breed of men which our Government seem to be prepared to let slip into extinction through neglect.

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April 23, 1976

minutes after talking to 'Willie' Tait. He had landed fish worth a total of £350,000, mostly in Denmark, in the previous five months!

We asked Skipper Jon Godfred of the 145ft. *Christina I Gratium* what our fishing policies looked like from their side of the 'pond'.

"Crazy!" he replied. And, echoing the words of 'Willie' Tait, continued with his suggestion for the solution: "Every country should put out their own limits. Then they could proceed with negotiations with regard to sharing... with their neighbours."

We asked the 35-year-old skipper if there were any sinister implications in the fact that our own fishermen had encountered vessels registered in EEC countries, but crewed with labour from non-member countries. He said there was no reason to suspect any underhandedness. This is a long-standing practice amongst Scandinavian countries.

Nevertheless, 'Willie' Tait and other local men still see it as a convenient loophole which, if the Government doesn't provide adequate protection, might easily be exploited.

'Willie' also criticises the Government's discouragement of what is a definite asset for the country as a whole. "Every foreign boat that we're fishing alongside is superbly equipped for keeping fish in the best condition. Surely it's best when one is fishing a resource which is threatened to look after what you catch."

"Our Government should encourage the skippers who have put in freezers. That's how you can get a better product so that there is less wastage. The factory then gets a better return with, perhaps, up to 30 per cent more out of the well kept fish. But no...they're going to stifle the industry altogether."

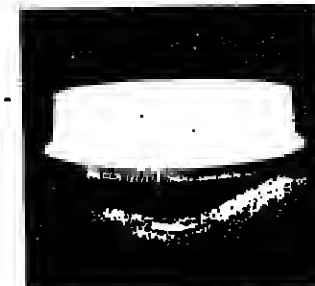
So, after 18 years on the Minch, 'Willie' at 33 finds



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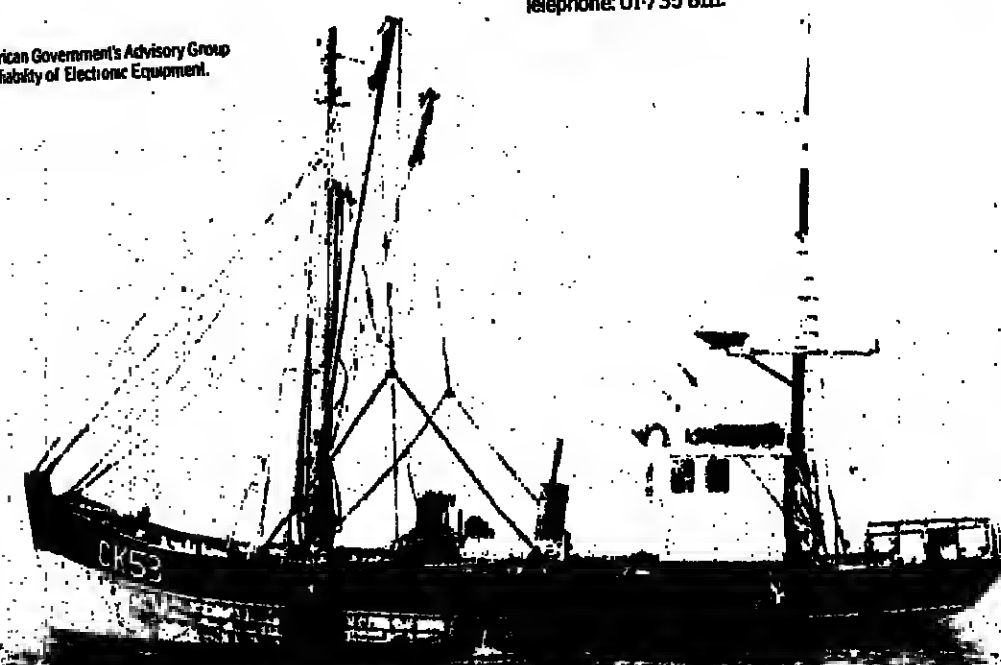


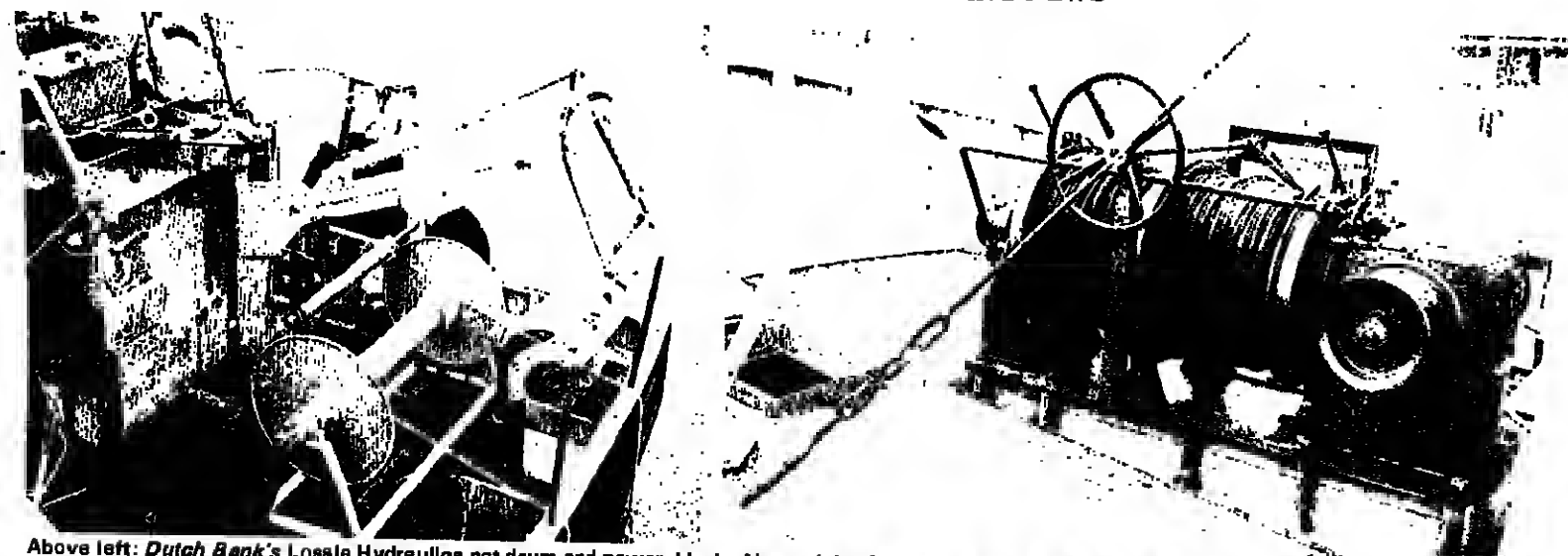
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Above left: Dutch Bank's Lossie Hydraulics net drum and power block. Above right: her Northern Tool "Mestre" seine and trawl winch.

ORKNEY SKIPPER, James McIntosh of Stronsay, has taken delivery of his new 56ft. seiner-trawler *Dutch Bank* almost three years after the keel was laid at the Stromness yard of J. Anderson (Boat-builders) Ltd. In that time her building cost has gone up a staggering £97,000.

While the boat was under construction the builder ran into financial difficulties and was put into the hands of the Receiver.

So that work could continue on the vessel the Highlands and Islands Development Board and the Receiver formed a new company, Stromness Boat-builders Ltd.

Following completion of the hull a number of firms, mainly from Fraserburgh, were appointed by the HDB to fit her out in Orkney.

Boatbuilders James Noble (Fraserburgh) Ltd. carried out the joinery work, while the engineering installations were handled by J. S. Pirie and Co. and the hydraulics by Stephen and McNab. An Orkney firm, Sutherland's of Kirkwall, fitted the electricals.

The boat was launched, taken down to Fraserburgh for final completion and she ran her acceptance trials from there.

Following such a lengthy delay Skipper McIntosh and his partner, John Heddle of Finstoun, near Kirkwall, are naturally very relieved to have finally taken over the boat. But the final price is £130,000. She was originally tendered at £33,000.

Speaking to *Fishing News* in Fraserburgh, Skipper McIntosh said that grant and loan assistance is being given by the HDB, but the long delays and the massive increase in the boat's cost is very worrying for him and his partner.

However, he said he is very pleased with the boat and her equipment now that he has finally got her.

She has been designed by naval architects, the Napier Company of Arbroath. Skipper McIntosh told *Fishing News* that he had been very impressed by the handling characteristics of a previous vessel in which Napier had been involved in the design, so had decided to have his own boat designed by the firm.

Explaining the boat's name, Skipper McIntosh said the *Dutch Bank* is a fishing ground to the east of Orkney.

Dutch Bank will trawl for white fish — mainly in Orkney waters — and will either steam to Kinlochbervie to land her catches, or will send them there by rail from other north ports such as Wick.

Her nets will include a Boris "Mystic" bobbin trawl.

£97,000 BILL FOR 'DUTCH BANK'

VESSELS REVIEW

-delays rocket cost of seiner

Boris "Eidelweiss" light trawl and two Duthie three-bridle light trawls.

The Mystic net is very popular among the Morsy Firth boats working off the west coast of Scotland and is specially designed for rough ground.

Introduced about a year ago, the Eidelweiss is a high-opening four-seam light trawl with long wings. It has some 240 ft. in. meshes around its fishing circle and a 190ft. Swedish-style rubber footrope which carries 2in. discs interspersed with larger ones.

It is estimated that the net will have an opening of two to three fathoms and *Dutch Bank* will use it for fishing clean ground.

The Duthie nets, made by Duthie of Aberdeen, have three bridles to achieve headline height and will be used in the summer for fishing in daylight.

Boris Vee-form steel doors will be used as they are ideal for working with either bobbin or light trawls.

With a transom stern, and quite full lines at the skipper's request, *Dutch Bank* has an overall length of 56ft., beam of 18ft. 6in. and depth of 10ft. She is of traditional layout with the deckhouse aft, but there is no whaleback.

She is powered by a Gardner 8L3B engine of 230 hp at 1,150 rpm and drives through a Twin Disc 3.5:1 reverse and reduction gearbox to the 56in. propeller housed in a fixed Kort nozzle.

Belt-driven from the engine are two Transmotor 24V alternators and a Gilbert Gilkes and Gordon bilge and general service pump.

The boat is wired to take a 110V supply if needed, and an auxiliary engine may be fitted at a later date.

Tanks in the engineroom hold a total of 1,400 gallons of fuel oil, while 200 gallons of fresh water are carried in a GRP tank in the forepeak.

A Northern Tool and Gear Mestre seine and trawl winch is fitted forward, its trawl drums lying forward of the seine barrels, and it can carry 400 fathoms of warp.

Hydraulic power is provided by a Dowty variable delivery pump driven off the fore end of the engine. Fitted

aft of the deckhouse are a Lossie Hydraulics net drum and 24in. power block.

A light trawl, together with its sweeps and bridles, can be hauled by and stowed on the net drum.

The bobbin trawl will be hauled by the power block which has an extendable derrick, and the block will also be used to lift the bobbin out of the water, so that they can be dropped onto the deck at the stern.

Power block and net drum are controlled locally and hydraulic power is provided by one pump driven from the engine. There is a change-over facility which directs oil to the unit needing power.

The arrangement of the gear to be towed from the stern.

From the winch, both warps lead aft through the starboard galleys and then the port warp passes across the deck, aft of the deckhouse, to the port galleys.

Clarke of Grimsby has supplied the hanging blocks and the various sheaves. Skipper McIntosh said that

they are hard wearing and long lasting. The hanging blocks cost £90 each, but he prefers to have the best as it is a better long-term investment.

All the electronics in the wheelhouse are of Decca supply, and include Simrad EQ echo sounder and MA Echo Magnifier, Decca 101 radar, Mk. 21 Navigator, 350 autopilot and 350T track plotter, "Sailor" T121R105 radio telephony, Simrad PC xhf radio telephony and Simrad RW watchkeeping receiver.

A Ruyhurn Rogent oil-fired cooker is fitted in the galley and there is a Reflex oil stove in the cabin, below deck, aft. An escape hatch leads up through the cabin roof to a watertight steel door in the aft end of the deckhouse. Another watertight steel door, in the starboard side of the deckhouse, leads down into the engineroom.

A steel hatch cover, to prevent fire spreading, is provided for the companion way which leads down to the cabin and engineroom from the galley.

The fishroom has two stanchions and wooden division boards and is insulated on the after bulkhead with 3in. cork.

There is a broad range of equipment in the wheelhouse: fish finding aids comprise Atlas 700 fishfinder and Elsoner and sonarscope, while a Simrad FL2 net monitor will be fitted later.

Also installed are a "Sailor" T121R105 radio telephone, "Sailor" RT 142 VHF radio telephone, Decca Mk. 21 Navigator and 350T track plotter, Atlas 4300 radar, a Woodson talk-back system and a Calluoy Marmalade 23 watchkeeping receiver.

The steering gear in Tenford, model HH115ESG, and a Spelch wheelhouse window wiper is fitted. A cabin for the skipper leads off the after end of the wheelhouse.

The galley, under the wheelhouse, contains a New World Calor gas cooker, Vaillant water heater and Electrolux fridge. The crew's cabin is located aft, below deck, and is heated by a Reflex oil stove.

Above right: typical lines of the Forbes of Sandhaven seiner-trawler *Qui Vive*.

Top right: her AF power block is mounted on an extendable boom. Right: the left hand above near the base of the starboard quarter galleys is fitted with load cells which register warp tension. There is a similar arrangement at the fore galleys. Far right: *Qui Vive*'s Jensen winch, Øeclde coiler and rope bins.

Dutch Bank — now fishing at sea.



THE 80ft. wooden hulled seiner-trawler *Qui Vive*, built by J. and G. Forbes and Co. in Sandhaven, is for Skipper James Reid of Gardnash and his partner, George Anderson of Fraserburgh.

She is similar in layout to a number of transom stern boats built by the firm in recent years and has an overall length of 80ft. 6in. and a beam of 23.5 ft. and a netting of 80,355.

The main engine is a powerful Caterpillar 1338 which develops 801 at 1,225 rpm. It drives a propeller through a 3:1 reduction gearbox.

A 22kW 110V Trans generator, 24V Trans generator, plus a Gilbert Gilkes and Gordon bilge and general service pump, driven from the main engine.

Wilmar Engineering, Aberdeen supplied the HRW3MA auxiliary engine of 37.5 hp at 1,800 rpm drives a 15kW 110V generator, 24V generator, G60 pump to drive the waste water retrieval. Fans from a Kilsyth ventilator are in the engineroom.

Tanks fitted in the engineroom and in the forepeak carry a total of 4,000 gallons of fuel oil, while a 600-gal. fresh water tank is also in the stern.

An Andreas Jensen 12 Sumner seine and trawl winch is fitted on deck forward. Seine barrels lie aft of trawl drums and the so-called storage bins by a B&C coiler.

Hydraulic power for the winch is provided by a Decca variable delivery pump driven off the fore end of the main engine through a Northern Tool and Gear step-up gearbox.

A Rupp anchor winch is located right forward, below the whaleback, and at the Engineering 28in. power block is fitted on an extendable boom aft of the deckhouse.

An unusual feature in the hull of this type is a Humber St Andrews rig tension meter. The rigging which the load cells are fitted in the aft of the trawl warps, over the base of the galleys, at the forward bow and quarter.

Qui Vive's deckhouse and wheelhouse are of steel and she has Chemilux rubber-coated floodlights fitted on the superstructure.

The fishroom has two

April 23, 1976

Big Forbes seiner

stanchions and wooden division boards and is insulated on the after bulkhead with 3in. cork.

There is a broad range of equipment in the wheelhouse: fish finding aids comprise Atlas 700 fishfinder and Elsoner and sonarscope, while a Simrad FL2 net monitor will be fitted later.

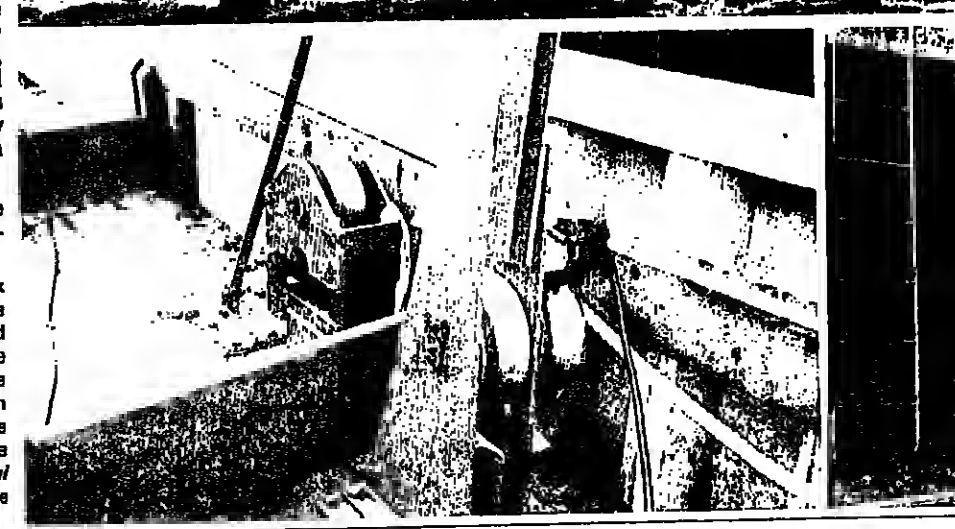
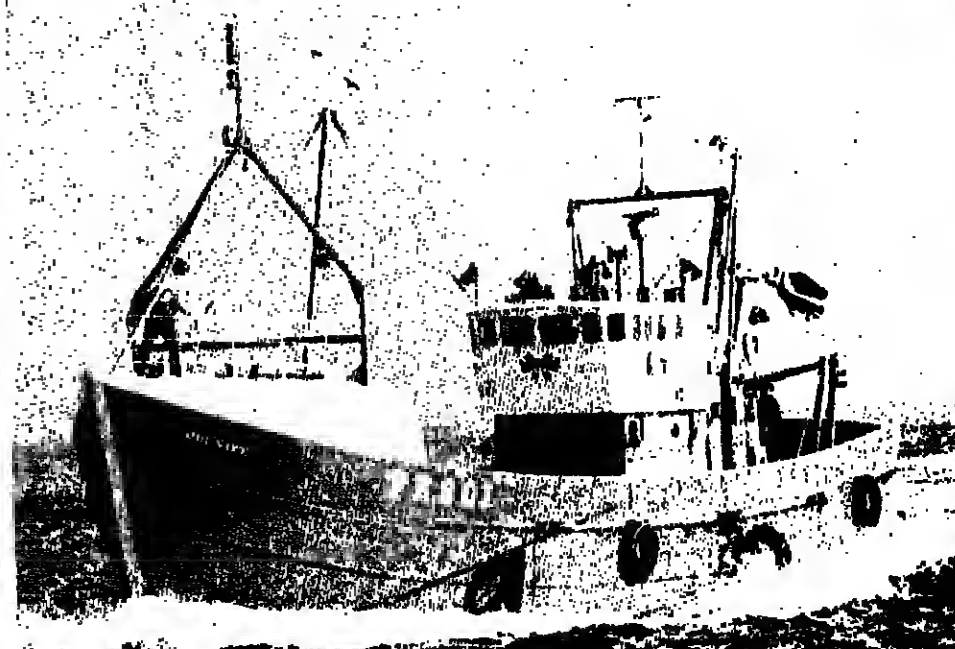
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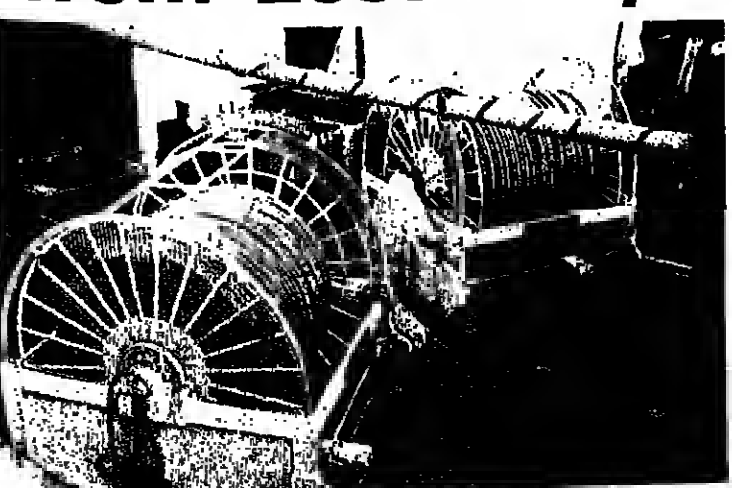
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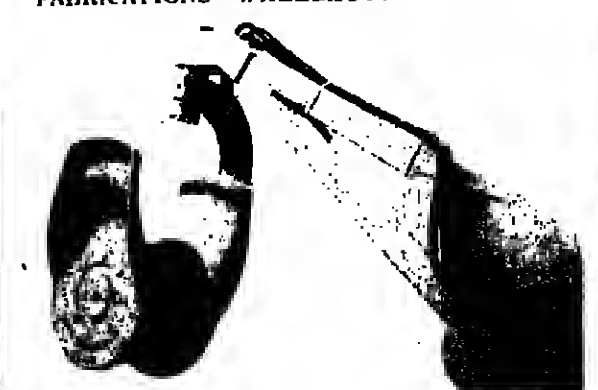
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The rope drums on Skipper Peter Ritchie's *Illustrious*. Compering them with his former rope bins he says: "You just can't compare the two methods! We find reels reduce the work by about 50% — and the rope doesn't get hampered as much. I can keep an eye on everything from the wheelhouse, including surging when required".

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With the number of Lossie hydraulic fittings to fishing vessels well over 100, the Lossie men have clocked up some mileage and have a widespread acquaintance with the fishermen. "We like to know our customers and exactly what they want to do with our equipment," says Callum Beeton, one of the partners. "That way we can give the best service. It's all so, but it's well worth it".

The Lossie Hydraulics power block supplied to the seiner-trawler *Sparkling Star*. (Lossie Hydraulics also supplied the wheelhouse windows for this vessel).

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Skipper Jene Bojan chose Lossie Hydraulic net haulers for his new pair trawler *Margrethe Bojan*. The two four-sheave pedestal mounted haulers have a pull of three tons each.

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Catches and Prices

GRIMSBY

£53,272: Vivaria, BUT (Sk. R. Kurz), 2,952 kits, NC, 24 days.
 £4,917: Northern Reward, BUT (Sk. W. Harris), 1,947 kits, NC, 24 days.
 £30,912: Notts Forest, Consolidated (Sk. J. Harris), 1,612 kits, WS, 20 days.
 £25,608: Prince Charles, Boston (Sk. A. Hollington), 1,377 kits, 1, 25 days.
 £22,615: Boston Comanche, Boston (Sk. R. Evans), 1,324 kits, 1, 24 days.
 £17,684: Crystal Palace, Consolidated (Sk. E. Collins), 951 kits, 1, 23 days.
 £16,564: Blackburn Rovers, Consolidated (Sk. E. Cottam), 881 kits, 1, 21 days.
 £13,557: Real Madrid, Consolidated (Sk. G. Mussell), 700 kits, 1, 22 days.
 £11,776: Huddersfield Town, Consolidated (Sk. F. Kirby), 582 kits, 1, 20 days.

Middle water

£19,116: Ross Civet, BUT (Sk. A. Redpath), 974 kits, 18 days.
 £18,505: Ross Jackal, BUT (Sk. J. McCarthy), 794 kits, 18 days.
 £18,302: Ross Jaguar, BUT (Sk. D. Speck), 852 kits, 17 days.
 £13,099: Ogano, Toylnr (Sk. W. Hodson), 780 kits, 15 days.
 £16,918: Ross Leopard, BUT (Sk. J. Brown), 662 kits, 16 days.

North Sea

£1,786: Lemberg, Lindsey (Sk. H. Pexman), 186 kits, 13 days.
 £4,765: Lafoten, Lindsey (Sk. J. Thurston), 175 kits, 14 days.
 £1,010: Loveden, Lindsey (Sk. G. Ireland), 168 kits, 13 days.

Sailors

£5,058: Beverley, Allard Hewson (Sk. J. Stringer), 217 kits, NS, 21 days.
 £1,072: Binks, Sleight (Sk. H. Clausen), 156 kits, NS, 10 days.
 £4,065: Island, Sleight (Sk. T. Potter), 173 kits, NS, 12 days.
 £3,871: Glenene, Sleight (Sk. J. Schluter), 166 kits, NS, 20 days.
 £3,820: Dorn, Sleight (Sk. P. Sorensen), 164 kits, NS, 19 days.
 £4,001: Bellona, Consolidated (Sk. A. Thinnesen), 127 kits, NS, 20 days.
 £3,115: Ronsus, Sleight (Sk. J. Brinson), 115 kits, NS, 15 days.

Pair Teams

£8,703: Laurids Skomoger, Sleight (Sk. Jorgen Bojen), 376 kits, and £8,741: Paul Antony, Richardson (Sk. F. Jusefson), 385 kits, both NS, 12 days.
 £8,524: Shawnee, (Sk. D. Brown), 465 kits, and £8,262: Mohove, (Sk. C. Spall), 389 kits, both Sleight, W, 15 days.
 £7,857: Tino, (Sk. P. Thinnesen), 331 kits, and £7,641: Samantha, (Sk. H. Thinnesen), 344 kits, both Richardson, NS, 17 days.
 £8,077: East Bank, (Sk. J. Lee), 343 kits, and £4,116: Searcher, (Sk. B. Nejrup), 165 kits, both Sleight, NS, 21 days.

HULL

£56,229: Arctic Cavalier, Boyd (Sk. W. Byrle), 2,857 kits, WS, 20 days.
 £13,647: C. S. Forester, Newington (Sk. J. Atkinson), 2,254 kits, WS, 20 days.
 £30,414: Loch Eriboll, BUT (Sk. B. Owbridge), 2,149 kits, NC, 22 days.
 £13,866: St. Gerontius, Hamling (Sk. J. Nelson), 1,735 kits, NC, 20 days.
 £27,944: Kingston Pearl, BUT (Sk. S. Morrall), 1,403 kits, 1, 23 days.
 £25,514: Portin, BUT (Sk. D. Brewer), 1,360 kits, 1, 21 days.
 £21,369: Arctic Challenger, Liston (Sk. K. Grubb), 1,109 kits, WS.
 £22,240: Ross Orion, BUT (Sk. A. Osler), 1,127 kits, 1, 20 days.
 £20,187: Ross Resolution, BUT (Sk. J. Tripp), 1,122 kits, 1, 20 days.
 £16,088: St. Giles, Hamling (Sk. D. Platten), 809 kits, 1, 20 days.

FLEETWOOD, Iceland

£54,711: Jocinta, Marr (Sk. W. J. Taylor), 2,736 kits, 25 days.
 £18,094: Boston Explorer, Boston (Sk. W. Anderson), 1,020 kits, 22 days.

£18,574: Wyre Defence, Wyre (Sk. G. Quinn), 978 kits, 22 days.
 £16,523: Boston Beverley, Boston (Sk. H. McMillan), 1,024 kits, 21 days.
 £14,548: Ella Hewett, Hewett (Sk. J. J. Buckley), 786 kits, 20 days.
 £11,699: Idena, Marr (Sk. B. Birley), 730 kits, 20 days.

Home water

£9,278: London Town, Hewett (Sk. J. Kelly), 435 kits, 13 days.
 £8,866: Boston Marauder, Boston (Sk. A. Middleton), 489 kits, 15 days.
 £5,187: Royalist, Hewett (Sk. K. Bevers), 228 kits, 15 days.
 £1,424: Marie Jacob, Boston, 118 kits, 7 days.

Near water

£5,705: Replenish, Ward, 268 kits, 7 days.
 £5,617: Resound, Ward, 246 kits, 14 days.
 £4,114: Rosomonda, Ward, 200 kits, 10 days.
 £4,129: Charmor, Hewett, 180 kits, 11 days.
 £1,504: Resilience, Ward, 123 kits, 13 days.
 £1,202: Ann, Hewett, 141 kits, 13 days.
 £1,122: Starbank, Ward, 146 kits, 15 days.
 £2,992: Fair Isle, Ward, 134 kits, 13 days.

ABERDEEN

£27,111: Ben Bhrackie, Irvin (Sk. W. Fry), 1,528 kits, NC, 22 days.
 £16,400: Jasmijn, Wood (Sk. S. Thomson), 724 kits, F, 16 days.
 £16,010: Birchlea, BUT (Sk. M. Taylor), 638 kits, F, 16 days.
 £12,231: Ross Heron, BUT (Sk. J. Glasgow), 633 kits, S, 12 days.
 £7,508: Margona, Wood (Sk. A. Phimister, jnr.), 403 kits, S, 11 days.
 £5,899: Ross Hawk, BUT (Sk. G.E. Watt), 448 kits, S, 12 days.

LOWESTOFT

£9,861: St. Patrick, East Coast (Sk. D. Bedford), 350 kits, NS, 9 days.
 £8,432: Yorkford Queen, Talisman, (Sk. C. Reeder), 309 kits, NS, 13 days.
 £9,178: Bentley Queen, Talisman, (Sk. A. Gilli), 314 kits, NS, 12 days.
 £8,432: Suffolk Chieftain, Hobson, (Sk. E. Brightly), 340 kits, NS, 12 days.
 £7,584: Winkleigh, Boston, (Sk. G. Markwell), 281 kits, NS, 12 days.
 £7,259: Suffolk Crusader, Hobson, (Sk. A. Blowers), 287 kits, NS, 12 days.

The Great Gale of November 1873

From page 10

perhaps for the last time. What thoughts filled my breast as, loosed at the wheel, I remained there during these terrible and trying hours.

The lash of salt water as it smote on the face was very bad, but the continual flick, flick, of the huge snowflakes upon my face almost drove me crazy.

Ordinary effort to sea was insufficient; one had to steel oneself to keep staring. This intensified the affliction of the snowflakes.

All those hours, surrounded with the blackness of the darkness of the pit, with mountainous waves whose roaring as they approached struck terror to the heart. What a time!

How well we all remember when we came to a specially bad patch of sea, as though we had come to shallow water. This was after 4 o'clock on the Sunday morning and while we were making landwards.

How reassuring was the message of the lead-line that there was 26 fathoms of water beneath us. I knew I was in the run of water leading from Ramborough Head.

What a blessing it was for us that night there was no ebb tide and, thus, there was no less sea.

about, at 4 o'clock on the morning, I was washed from my position at the wheel. Shortly before this we had seen close to us what we believed was *Glide* of Cullin.

I was being swirled about in the water and, somehow or other, it came to me that *Glide* perished at that time. Certain it was we never saw her again.

I was washed from my position on the stern stool by the continual dipping into the waves of the stern of the *Glide*. Fortunately I was able to seize hold of the capstan spindles and, recovering from the mass of water that had assailed me, I just sat down as formerly at the wheel.

I stood on my feet and, looking round, was amazed to think that so frail a barque could live amidst such fury. I stood gazing at the infuriated, heaving mass of sea, with the wind whistling around my ears and shrieking through the rigging, all accompanied by the deep roar of the oncoming waves.

We were stemming inshore, heading anything from North to N.N.W. *Glide* was picking her way wonderfully well. I confess, with pardonable pride, that I was proud of her. Looking back upon it all, I realise that there were better hands than mine guiding the *Glide*.

GRANTON

£21,369: Arctic Challenger, Liston (Sk. K. Grubb), 1,108 cwt., NC, 22 days.
 £10,888: Arctic Explorer, Liston (Sk. A. Banyard), 720 cwt., NS, 13 days.
 £9,705: Arctic Invader, Liston (Sk. J. Robb), 686 cwt., NS, 13 days.

NORTH SHIELDS

£11,518: Ben Chaurin, Irvin, (Sk. T. Allen), 343 kits, NS, 17 days.
 £12,912: Ben Edra, Irvin, (Sk. R. Palmer), 516 kits, NS, 11 days.
 £8,950: Ben Glns, Irvin, (Sk. W. Shearer), 25,022 kits, NS, 11 days.
 £7,089: Christine Nielson, Irvin, (Sk. C. Ellis), 12,541 kits, NS.

£5,997: Lindisfarne, Irvin, (Sk. J. Bailey), 1,715 kits, NS.
 £5,305: Bishop Burton, Newington, (Sk. T. Fable), 16,210 kits, NS, 4 days.
 £1,365: Commoran, Irvin, (Sk. N. Morse), 13,570 kits, NS.

£1,161: Scarlet Cord III, Irvin, (Sk. J. Buchanan), 8,405 kits, NS.
 £2,898: Scarlet Line, Associated (Sk. A. Buchanan), 7,651 kits, NS, 4 days.
 £2,490: Lothian Rose, Irvin, (Sk. R. Clark), 10,341 kits, NS.

£2,458: Conduan, Irvin, (Sk. A. Morse), 8,430 kits, NS.
 £1,954: Ina McBain, Associated, (Sk. J. Fleming), 6,898 kits, NS, 4 days.
 £1,498: Emulate, Associated (Sk. A. Wyse), 3,647 kits, NS, 3 days.

MILFORD HAVEN, Irish Sea

£5,083: Rosevenr, Nurrard (Sk. A. Simpson), 223 kits, 13 days.
 £1,805: Norrard Star, Norrard (Sk. J. Manson), 15 kits, 13 days.
 £3,811: Picton Sealion, Norrard (Sk. T. Sallier), 6 kits, 12 days.

£1,586: Arthur Harvey, Kerr (Sk. J. Donovan), 42 kits, 6 days.
 £1,240: Westerdaic, Norrard (Sk. F. Reynolds), 46 kits, 5 days.
 £839: Turon, Kerr, 46 kits, 6 days.

PORT MARKETS

TUESDAY, APRIL 20

GRIMSBY

A poor supply of 4,020 kits from 11 ships met a good demand. Prices: shell cod, £2.10/cwt; lemon sole, £5.50/cwt; codling, £2.10/cwt; haddock, £2.10/cwt; mackerel, £2.10/cwt; small, £2.10/cwt; large plaice, £1.10/cwt; medium, £1.10/cwt; best small, £1.10/cwt; codfish, £1.10/cwt; red fish, £1.10/cwt, per stone.

LOWESTOFT

Prices: large cod, £1.10/cwt; small, £2.10/cwt; codling, £2.10/cwt; large haddock, £2.10/cwt; small, £2.10/cwt; mackerel, £2.10/cwt; Dover sole, £1.10/cwt; haddock, £2.10/cwt; gurnard, £2.10/cwt; monkfish, £2.10/cwt, per 100 lb.

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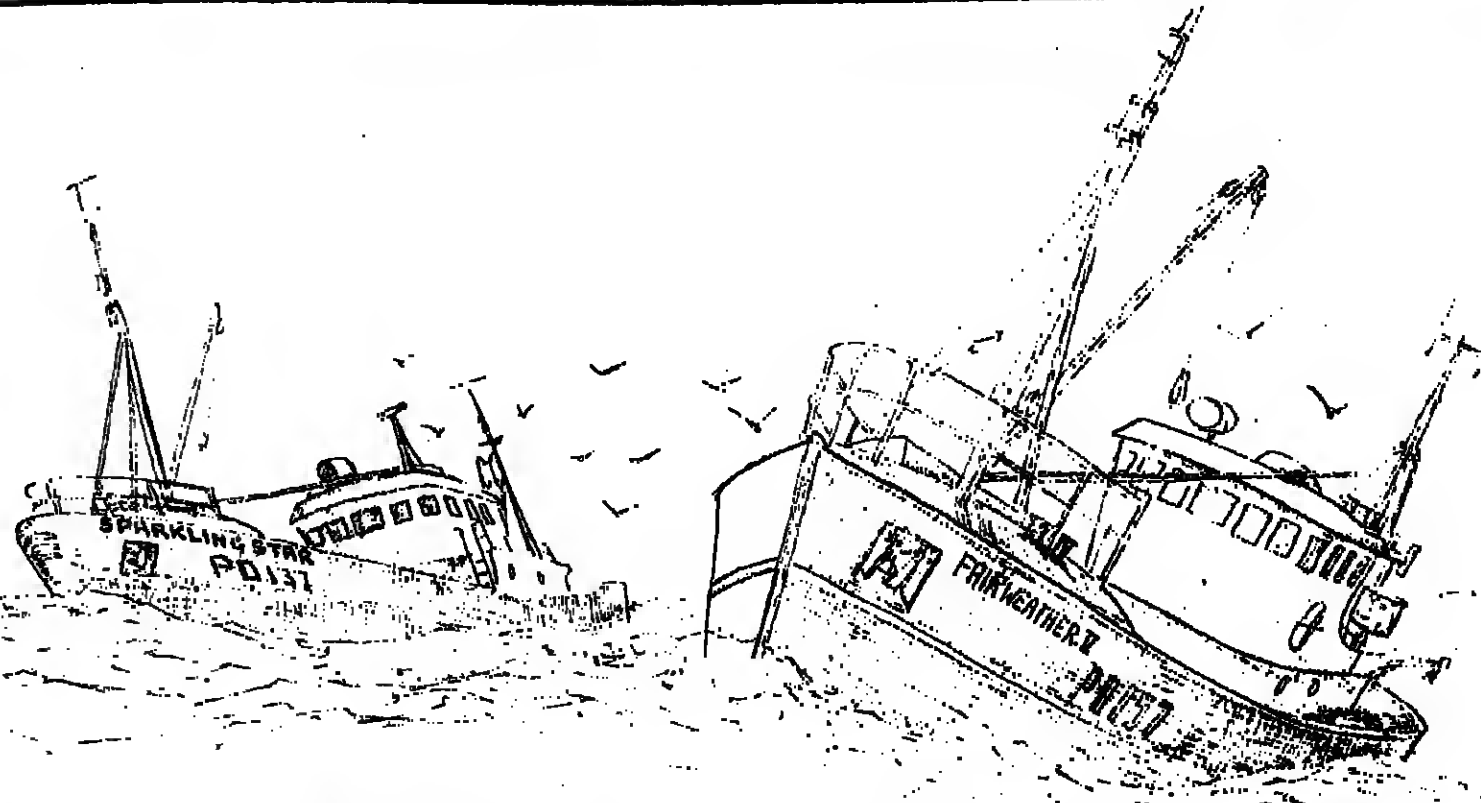
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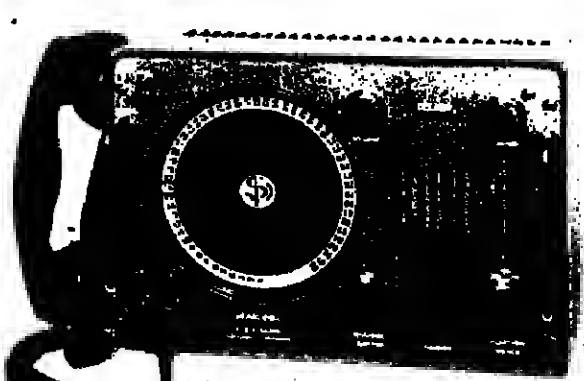
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